

REIMAGINE SYLVAN

SUSTAINABLE WATERFRONT AREA
REDEVELOPMENT PLAN
BYLAW 1776/2018 | JANUARY 2019



Acknowledgements

The Sylvan Lake Sustainable Waterfront Area Redevelopment Plan was developed as a collaborative effort with the public, stakeholders, Town staff, Council, and project team. It would not have been possible without the time and dedication from many individuals who demonstrated their commitment to bettering the Waterfront as a community where people are attracted and want to spend their time, either living in or visiting the area.

Special thanks are given to the members of the public who volunteered their time to help develop a renewed vision for the Waterfront area through various engagement events and activities. By using numerous check points through the project, the public has been able to provide meaningful and timely insights that played a key role in shaping the plan.

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Overview

Guiding growth and development over the next 20 years within the Waterfront area in an orderly, efficient, and thoughtful manner.

1.0 Overview

1.1 Purpose

The purpose of **REIMAGINE SYLVAN**, the Sustainable Waterfront Area Redevelopment Plan (Plan) is to guide growth and development over the next 20 years within the Waterfront area in an orderly, efficient, and thoughtful manner.

This plan is an update to the 2006 Waterfront Area Redevelopment Plan (ARP). The 2006 ARP requires updating to align with community needs, municipal priorities, changing economics, environmental considerations, and transportation goals. While the 2006 ARP is generally well regarded, and has been nearly 80% implemented, there is significant potential to revitalize Sylvan Lake's Waterfront area by stimulating private investment and continuing the Town's work to enhance its parks and public spaces.

To carve an innovative and realistic, path forward for the Waterfront area, **REIMAGINE SYLVAN** addresses the following key issues:

- Emphasize the area as a year-round destination and activity centre;
- Ensure that development meets the needs of the

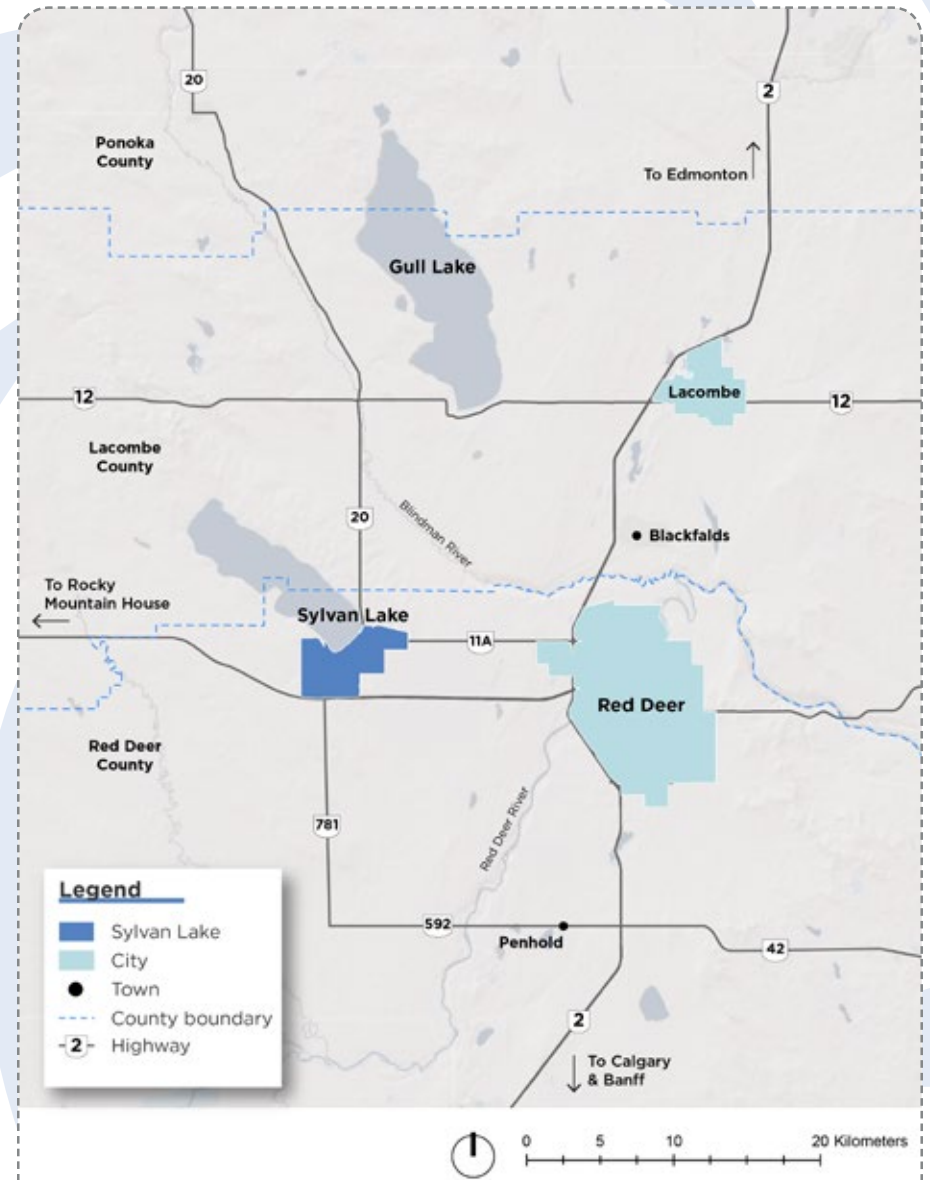
community and makes the best use of a limited land base;

- Ensure that development and redevelopment occur in an orderly and efficient manner;
- Provide guidance to future land uses;
- Reflect the values and vision of the citizens of the Town;
- Ensure that access to the lake is maintained and / or enhanced;
- Protect the integrity of the lake as a natural resource;
- Increase the population and overall residential density of the area; and
- Identify opportunities for commercial growth.

1.2. Regional Setting

The Town of Sylvan Lake is located in Red Deer County (Map 1: Regional Context), approximately 15 km (9.3 mi) west of the City of Red Deer at the intersection of Highway 20 and Highway 11A.

Tourism is the town's major economic base, but all business sectors benefit from its strategic location near the Calgary-Edmonton Corridor. Sylvan Lake combines the natural beauty and recreation amenities of a waterfront community with a Waterfront area of shops, restaurants and services. With a 2016 population of 14,816 permanent residents and over 1-million annual visitors, Sylvan Lake is one of Alberta's fastest growing communities as well as one of the province's most popular tourist destinations.



Map 1: Regional Context

1.3. Study Area

Map 2: shows the boundaries of REIMAGINE SYLVAN. The study area, also referred to as the Waterfront area, encompasses approximately 167 hectares (412 acres) of land. The area consists of a mix of residential, commercial, and public space.



Map 2: Study Area

1.4. Enabling Legislation

The Sylvan Lake Waterfront ARP has been prepared in accordance with the Municipal Government Act (MGA). The Act enables Council to adopt Area Redevelopment Plans to provide a framework for the redevelopment of an area. Sections 634 - 638 and 692 of the MGA specify what an ARP must describe:

- i. the objectives of the plan and how they are proposed to be achieved,
- ii. the proposed land uses for the redevelopment area,
- iii. if a redevelopment levy is to be imposed, the reasons for imposing it, and
- iv. any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the Council considers necessary;
- v. and may contain any other proposals that the Council considers necessary

1.5. Plan Authority

Policy Interpretation

The Sustainable Waterfront Area Redevelopment

Plan uses specific language to indicate the level of support required for each policy. The following words are to be interpreted as follows:

Shall, require, must, or will: explicitly apply to all situations without exception.

Should: always applies to the situation unless it can clearly be identified to the agreement of Council or the Approving Authority that in the given situation, the policy is not reasonable, practical or feasible.

May or encourage: acknowledges support in principle and indicates that Council or the Approving Authority has the discretion to determine the level of compliance that is required.

Interpretation of Mapping and Graphics

The maps graphics contained within the Sustainable Waterfront Area Redevelopment Plan are intended to provide support and aid in the interpretation of the Plan's policies.

Boundaries, areas shown, and locations denoted by

symbols are approximate and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as a property line and roads. Since the maps are not absolute, and will be interpreted as such, the precise location of these boundaries will need to be determined by the relevant Approving Authority at the time of evaluating any proposed development application.

All diagrams and concepts provided are intended to be conceptual in nature and are not meant for construction purposes. Further design refinement is required on all presented concepts prior to any development or construction.

Plan Horizon

The Sustainable Waterfront Area Redevelopment Plan has used a 20-year time horizon to evaluate planning decisions and redevelopment scenarios. It is recommended that the document be reviewed and refreshed every five years to assess the focus, direction, and effectiveness of the Sustainable Waterfront Area Redevelopment Plan.

1.6. Planning Process

The planning process was carried out in four phases. Each phase had an engagement component, which allowed for multiple check points and feedback loops to be established with the community to realize a project outcome that was driven by residents and stakeholders. Development of the Plan was also an interdisciplinary process that brought in expertise and diverse perspectives to create a product that is comprehensive and easy to implement. The various disciplines involved in the planning process included: urban planning, landscape architecture, environmental, municipal engineering, transportation engineering, and land economics.



Figure 1: Planning Process

1.7. Relevant Plans and Policies

Several relevant planning policies in statutory and non-statutory planning documents provided direction during the formulation of the development concept, future land use and design guidelines recommended in this Plan. There are several reoccurring themes throughout the background plans, which have been addressed in **REIMAGINE SYLVAN**. The key themes include:

- The promotion of infill development
- Recommendations for increasing walkability, bikeability, and active transportation modes
- The need to create a greater diversity of housing types
- Strengthening environmental protections and stewardship around the Lake
- Promoting year-round tourism and business activity

Sylvan Lake Municipal Development Plan (2016)

Direction

The Town's Municipal Development Plan (MDP) provides an integrated approach to growth and development that places emphasis on environmental, social, and economic sustainability. Redeveloping and revitalizing the Town centre is listed as a key land use goal for the Town. Mixed-use development is promoted in the Waterfront area, and throughout the Town, with the intent to make higher use of the existing land base while providing services to residents and visitors. Increasing the walkability and bikeability throughout the Town is also a key goal of the MDP. By promoting redevelopment in the Waterfront

area, aiming to increase the Town's sustainability, growing the local economy, and diversifying transportation options, the MDP provides clear direction for the future of the Waterfront area.

Implications

- The MDP promotes sustainable growth patterns such as infill within developed areas.
- Increased walkability and bikeability are important outcomes for the Waterfront area.
- Housing diversity and affordability are key principles.
- The MDP notes that to define the Town as a destination, it is key to have a system of outdoor spaces that serve as recreational amenities while offering environmental protection.
- Economic diversity, innovation, and equity are noted as key focus areas for economic prosperity, which are important in increasing the commercial base in the Waterfront area.
- Requires a 30 metres environmental reserve easement from Sylvan Lake's high-water mark.

Sylvan Lake Municipal Sustainability Plan (2018)

Direction

The Municipal Sustainability Plan (MSP) takes a systems-based approach that comprehensively looks at existing challenges in the community to realize holistic and collaborative outcomes. It uses a broad definition of sustainability that encompasses environmental, social, economic, cultural, and heritage considerations. Achieving balance between these components is seen as the path forward to sustainable growth and change in the Town.

Implications

- The draft Municipal Sustainability Plan (MSP) notes that sprawl is a sustainability challenge and promotes smart growth that reduces the loss of natural or agricultural lands for new development, which provides support for infill and higher density development in the Waterfront.
- Protecting the environmental integrity of the Lake and enhancing biodiversity of natural spaces is a goal of the MSP.
- Integrating social and cultural opportunities into neighbourhoods is an important component of community well-being.
- Promotes diverse businesses that cater to year-round tourism.

Sylvan Lake Investment Attraction Strategy & Implementation Plan (2014-2019)

Direction

Sylvan Lake has attracted notable levels of population growth and development to the town in recent years. As a means of continuing to leverage these broader growth trends, the Town of Sylvan Lake has made it a priority to improve investment readiness in the community, particularly in support of non-residential development activity that provides job opportunities and non-residential tax assessment. The Investment Attraction Strategy for the town was created to respond to this priority, and offer Sylvan Lake with strategic direction on key investment targets and opportunities that respond to its economic development objectives for employment and fiscal sustainability.

Implications

- Provides direction to create foundational policies, processes, and products aimed at facilitating new business investment and attraction activities.
- Aims to identify and invest in infrastructure, land use policies, and incentives to encourage the development of Sylvan Lake into a competitive, four-season tourism destination.
- Aims to pursue talent and programming investments that support the development of small knowledge-based and creative industries.

Corporate Tourism Strategy (2014-2019)

Direction

The Vision for tourism in Sylvan Lake is not one of simply a beach attraction. Rather it is a themed “downtown district” within the broader, prosperous growing community of Sylvan Lake. The downtown district and the community as a whole are frequented by residents, regional population and tourism visitor alike.

Implications

- Provides recommendations to improve the downtown core, with a lighthouse and bandstand, downtown plaza, and the downtown market.
- Provides recommendations to address municipal RV/camping issues.
- Aims to ensure the multiplex is improved and marketed to handle meetings.
- Recommends building of a public boat launch, water access and park area.
- Aims to expand existing and develop new events focused on attracting tourism visitors.
- Recommends providing additional parking where and as needed.

Sylvan Lake Watershed Cumulative Effects Management Strategy (2015)

Direction

The second phase of the Cumulative Effects Management Strategy proposes short-term actions that aim to improve Sylvan Lake’s water quality. The Cumulative Effects Management Strategy looks at the entire Sylvan Lake watershed, of which the Waterfront area is included. The planning framework considers ways to balance diverse recreation uses while improving the environmental health of the Lake and watershed. It notes that success of the Plan relies on buy-in from all municipalities that are included in the Sylvan Lake watershed.

Implications

- Aims to lower nutrient loading into Sylvan Lake, including in the Golf Course Creek tributary, which flows through the study area.
- Recommends requiring minimum development setbacks from the Lake as well as provisions for on-site stormwater management.
- Recommends urban education programs that promote increased stewardship of the Lake and surrounding natural areas.

Sylvan Lake Transportation Master Plan (2016)

Direction

The Transportation Master Plan (TMP) creates a vision for the Town's transportation system along with a framework for making transportation related decisions. It forecasts the transportation system for a population of 30,000 people. Policies are included in the document that recommend the enhancement of the active transportation network, which aim to encourage people to choose active and healthy transportation options while reducing traffic congestion. Additionally, the TMP recognizes the need to balance transportation investments with land use objectives, to make transportation-related decisions that promote items such as mixed-use development and revitalization of existing neighbourhoods.

Implications

- Includes recommendations for internal and regional public transit services.
- Recommends complete street initiatives that allow for more transportation modes and calm vehicular traffic.
- Recommends designating a parking location for boats and trailers.
- Encourages active transportation to manage traffic demand.
- Neighbourhood traffic calming measures are recommended.
- Recommends a trail and active transportation network that includes 50 Avenue, a trail that parallels the rail line to the south, as well as Lakeshore Drive.

Sylvan Lake Tourism Festival and Event Strategy (2018)

Direction

The Festival and Event Strategy promotes more tourism and community activation throughout the year through a range of events that bring out residents and attract visitors. The Strategy targets a 2028 timeline for the Town to be delivering outstanding festivals and events throughout the year. It also notes that many current events are focused on attracting locals, and that more need to be targeted toward bolstering tourism in Sylvan. Providing events in all seasons is seen as an important way to increase business activity, particularly in the Waterfront area where many events occur. Overall, the Strategy positions the Waterfront area as a key location for festivals and events, highlighting the positive community building and commercial spin-offs that occur from hosting successful events.

Implications

- Highlights that areas near the Lake are the natural choice for outdoor events.
- Notes the importance of developing Lakefront Park as a location for events.
- Highlights having a vibrant Waterfront Commercial Area as a key item in developing the Town as a destination.
- Notes that events can help revitalize areas by increasing visitation and emotional attachment to places.
- Notes the importance of the NexSource Centre as a sport tourism venue.

Town of Sylvan Lake Cultural Master Plan (2017)

Direction

The Cultural Master Plan looks to increase the quality of life of local residents as well as contributing to the Town's economic development. Emphasis is placed on utilizing cultural assets in urban design and to bolster the public realm. One of the emerging themes of the Plan is to leverage cultural resources, such as festivals, performing arts, and music, to encourage revitalization of the Waterfront area. Additionally, utilizing arts, culture, and entertainment is seen as a key component in developing the Town into a year-round tourism destination.

Implications

- Recommends developing a comprehensive public art program.
- Encourages incorporating cultural elements/resources in Lakefront Park.
- Calls for the incorporation of public art and cultural facilities into new and infill developments.

Sylvan Lake Community Social Master Plan (2016)

Direction

Creating a high quality of life for all is the overarching aim of the Community Social Master Plan. It works to ensure that people have the means and support to fulfil their needs and have a sense of purpose and place in the community. Increasing safety, inclusion, and accessibility throughout the Town are emphasized. The Plan uses a three-year timeframe to begin addressing quality of life improvements.

Implications

- Aims to welcome all ages and demographics.
- Encourages a range of transportation options throughout the Town.
- Promotes a well-balanced housing continuum.
- Encourages increasing the amount of free or low-cost recreational activities.
- Recommends developing a public transportation system.

Sylvan Lake Recreation, Parks, and Open Space Master Plan (2010)

Direction

This Plan looks at recreation facilities, trails, parks, as well as cultural amenities. It highlights priorities and related programming for the Town's parks and public spaces. For parks, it shows that residents value protecting natural features/areas and would like to see more and improved public access to the Lake. It also notes that people prefer to see multi-use parks in the Town, including arts and cultural programming. Overall, the Plan highlights the recreation-based facilities that are in demand; and suggests programming for parks and open spaces.

Implications

- Identifies multi-use trails, natural areas, spray parks, and special event grounds as important outdoor recreation facilities to Sylvan Lake residents.
- Highlights a desire for improved public access to the Lake.
- Recommends increasing trail connectivity throughout the Town.
- Encourages placing public art and cultural elements into public spaces.
- Notes the opportunity to add a band shell and outdoor amphitheatre in the Town.

Sylvan Lake Natural Areas Management Plan (2017)

Direction

The Natural Areas Management Plan provides an inventory of natural and environmentally significant areas within the Town of Sylvan Lake. It assesses environmental areas based on three ratings, which indicate their level of environmental significance. This rating system can help the Town prioritize areas for protection and conservation efforts to maintain biodiversity and the overall ecological health of the area. Similarly, the report outlines recommended best management practices, which are aimed at balancing Town growth with environmental conservation. Implementing the NAMP is challenging as the recommendations are not bound by regulation.

Implications

- Identifies environmentally significant areas in the Waterfront area and provides recommendations for conserving the respective areas based on the determined significance rating. Proposes minimum development setbacks from waterbodies, forested and natural areas, and wildlife corridors. The recommended setback distances vary based on the assessed level of environmental significance.
- Emphasizes the importance of utilizing open spaces in the Waterfront for both recreational and environmental purposes.
- Recommends that no development occur within highly rated areas, that development occur in moderately rated areas at the discretion of the Town, and that low rated environmental areas be considered for rehabilitation or enhancement.

Sylvan Lake Infrastructure Study Update (2014)

Direction

The 2014 Infrastructure Study examines the infrastructure servicing requirements across the Town, with the underlying premise that Sylvan Lake is a fast-growing community. As such, the Study anticipates what servicing requirements are needed to accommodate future population growth. The study considers water sourcing, water treatment and storage, water distribution systems, wastewater collection, wastewater treatment, and stormwater management.

Implications

- Replacement and upgrading of old pipes in the Waterfront area is recommended to permit the Town to provide necessary fire flows to the area
- Utility right-of-ways are recommended to be identified, acquired, and protected proactively to allow for future utilities
- Notes that population growth (Town wide) requires additional water sources and wastewater treatment options

2

Current Conditions and Trends

Population trends give insight into the appropriate scale and design for the Plan. The following analyses look at historic growth patterns, which show clear trends over time and give insight into what the future population composition may look like.

2. Current Conditions and Trends

Population trends give insight into the appropriate scale and design for the Plan. The following analyses look at historic growth patterns, which show clear trends over time and give insight into what the future population composition may look like. Overall, Sylvan Lake has seen a higher rate of growth and has a lower median age than provincial averages. This plan encourages the provision of new residential units and creating a greater diversity of housing types through infill development in the Waterfront to accommodate the Town's growing population.

The Plan also considers what types of amenities and services are required to accommodate the significant amount of visitors, and developing them in a sustainable way that positively impacts the quality of life of Waterfront residents.

2.1. Population Growth and Characteristics

Sylvan Lake has in the past, and continues to have, a high rate of growth. Between 1996 and 2016 the Town's population nearly tripled, going from 5,184 in 1996 to 14,816 in 2016. The Town's historic rate of growth is also above that of Alberta; between 2006 and 2016, the average annual rate of growth was 3.8%, compared to a provincial average of 2.4%. While most of the Town's growth has been in new communities on the Town's periphery, the trend of continued growth shows potential for the Waterfront area to absorb new populations through infilling and providing higher residential densities, both of which align with the MDP objectives.

Historic Population Growth

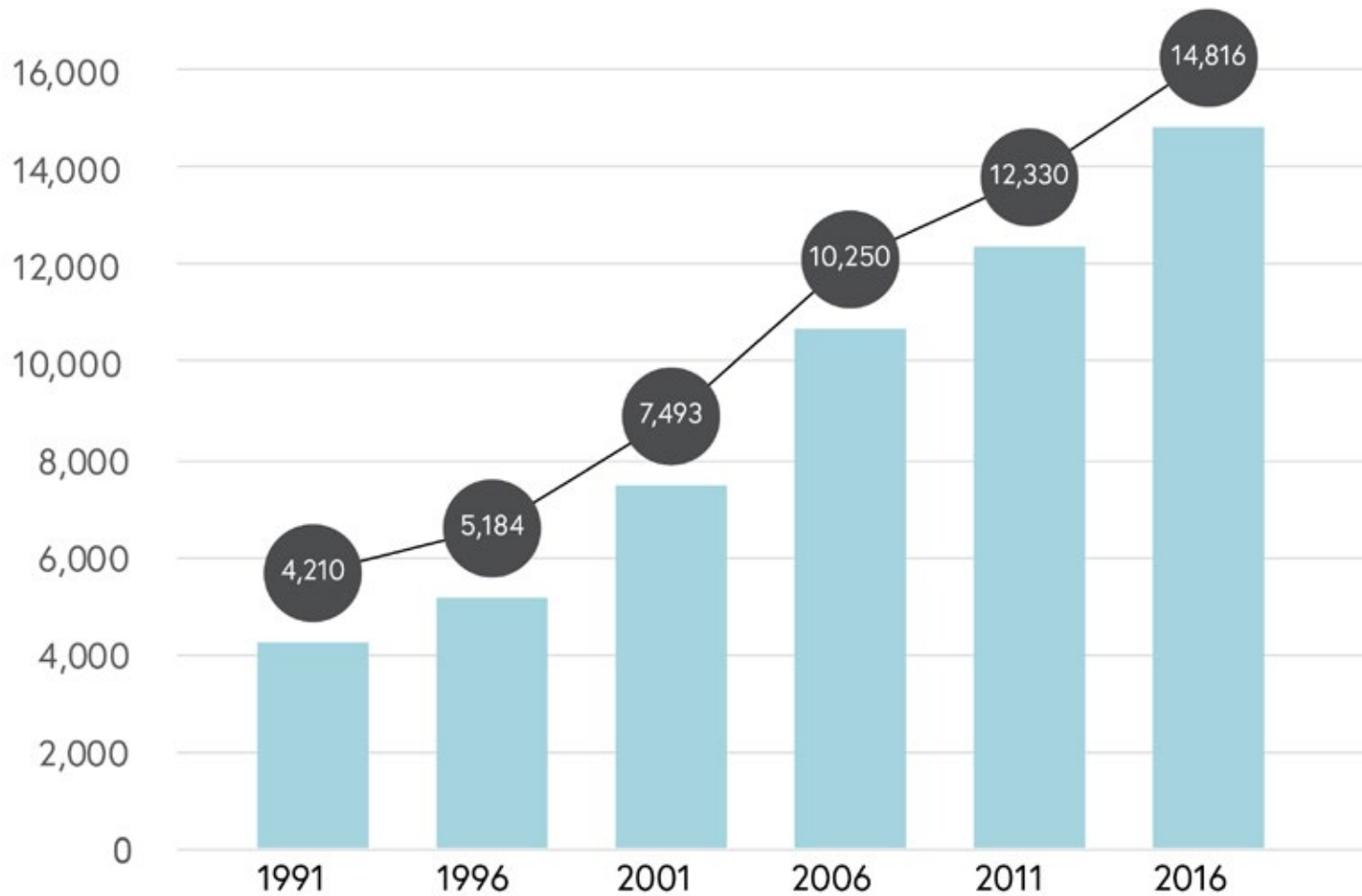


Figure 2: Historic Population Growth

Data source: Statistics Canada

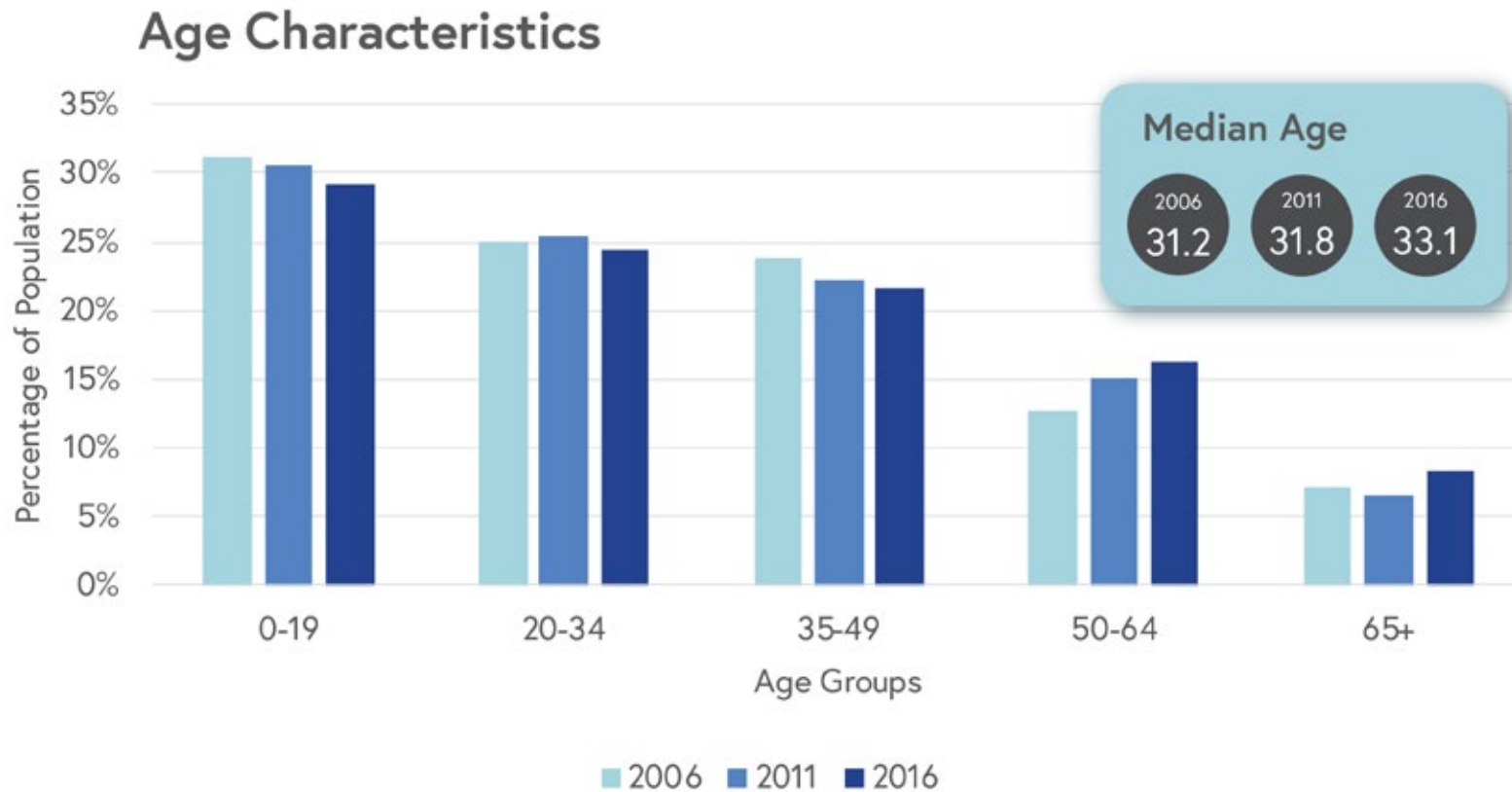


Figure 3: Age Characteristics

Data source: Statistics Canada

From 2006 to 2016 there was a general trend toward shifting older demographics in Sylvan Lake. Age groups below 50 have seen a decrease in population share while age groups above 50 have increased in their proportion of the local population. The Town’s median age also increased

from 31.8 to 33.1 in the same period. While the as a whole population is aging, it should be noted that it is still younger than the provincial average – in 2016 Alberta’s median age was 36.7, compared to 33.1 for Sylvan Lake. It is important that the Waterfront area be seen as an attractive place

to live or visit for people of all ages. This can be achieved through methods such as providing a diversity of housing choice, access to recreation facilities, barrier-free design throughout the Town, quality social spaces, and easy access to local services.

over
1 MILLION
annual
visitors

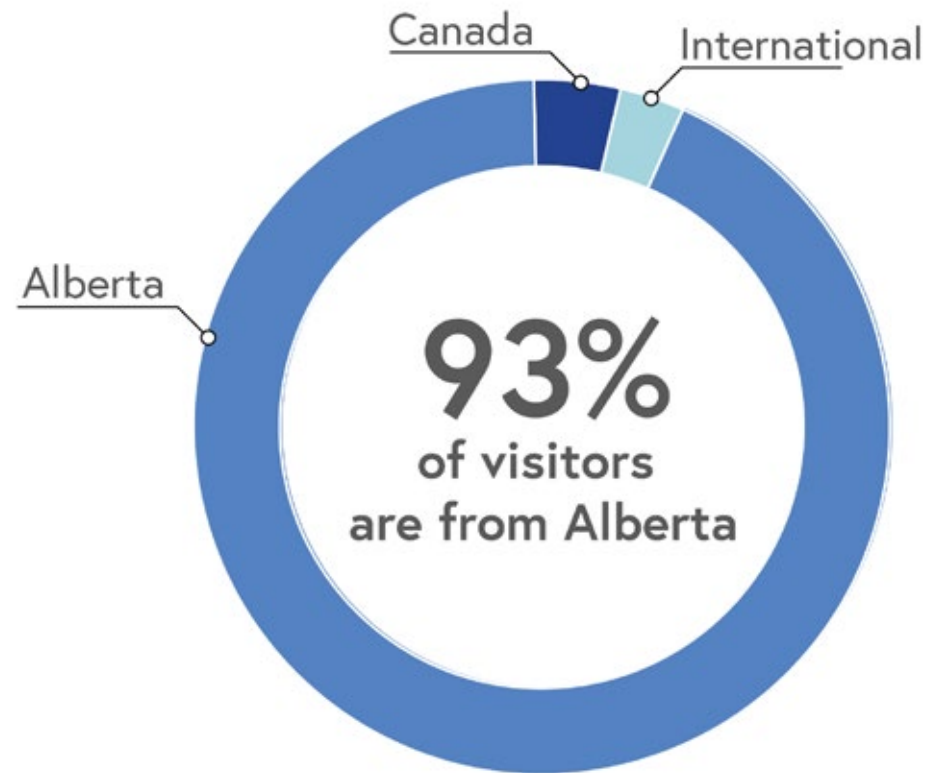


Figure 4: Sylvan Lake Visitation

2.2. Tourism

Sylvan Lake's location, on the Highway 2 corridor between Calgary and Edmonton and a short drive from Red Deer, makes it an easily accessible lake destination from Alberta's major population centres. Sylvan Lake welcomes over 1 million

visitors annually, however much of the visitation is currently realized during the summer months. About 93% of visitors come from Alberta, 4% from other parts of Canada, and 3% are international. One of the main goals for **REIMAGINE SYLVAN** is to

further the Town as a tourism destination and to enable visitation throughout the year to encourage year-round economic vitality and vibrancy of the Waterfront area.

2.3. Background Studies

Baseline reports were completed early in the planning process and informed the Community Design Workshop and decision-making process. The reports were completed by various disciplines to give a comprehensive picture of the existing conditions in the Waterfront area. These reviews provided a strong planning foundation that highlighted opportunities and constraints for the area. Key findings from the baseline reports are summarized below.

Environment

A review of environmental plans, policies, regulations, as well as conversations with Alberta Environment and Parks formed the basis for the environmental review. The review summarized key environmental considerations for the development of REIMAGINE SYLVAN, and highlighted key policies and recommendations to be included from existing environmental planning documents.

Protecting Sylvan Lake as both an environmental and recreational resource is imperative to the success of the Waterfront area, the Town, and

the surrounding region. REIMAGINE SYLVAN recognizes the importance for future development and redevelopment projects to be designed in environmentally sensitive ways. This can be achieved through methods such as employing low impact development practices and green infrastructure whenever possible.

Background reviews identified that environmental constraints in the Waterfront area are mostly related to the provincial and federal regulatory requirements on and along the Lake, as well as water quality concerns from tributaries, which are negatively impacting the overall health of the Lake. Potential opportunities relating to development include the increase of riparian plantings and naturalization of urban areas, improving water quality in the Lake, the retention of existing natural features, and the continuation of public education around environmental protection.

Environmentally Significant Areas (ESA)

Highlighted below are some key considerations for environmental areas of relatively high

significance in the Waterfront area. The Natural Areas Management Plan (NAMP) recommends that development is discouraged in all environmentally significant areas, although enforcement of these regulations is difficult.

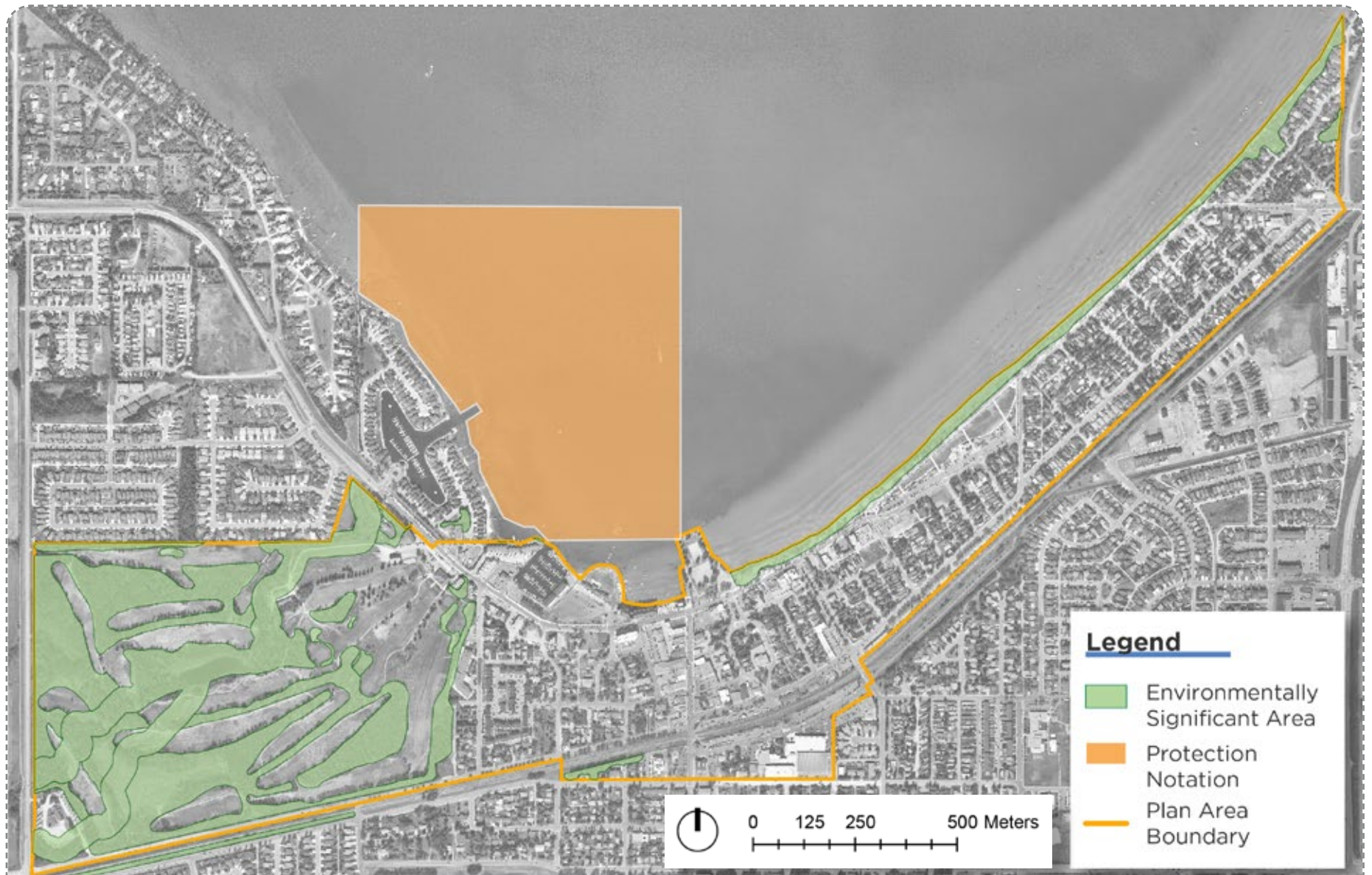
- As noted in the NAMP, the tree stand in the golf course has an ESA significance rating of high. The Natural Areas Management Plan recommends that areas with high environmental ratings be selected for preservation.
- There is also an ESA along the lakefront that has an environmental significance rating of medium. As such, the area is recommended to be used for recreational purposes that do not cause negative long-term impacts to the area.

Watercourses

The MDP requires a development setback of 30 metres from identified watercourses. Golf Course Creek is listed as a watercourse, and therefore any development around it must align to this setback distance.

Protection Notation

There is a large protection notation in the lake,



Map 3: Environmentally Significant Areas

as noted on Map 3: Environmentally Significant Areas, that spans from the pier to Marina Bay. This Protection Notation is established as part of the Public Lands Act in order to conserve fish habitat. Development is restricted within the protection notation boundary.

Fish Spawning

There is an opportunity to create better fish spawning habitat around Marina Bay. While this is technically outside of the study area, it may be impacted by planning decisions within the Waterfront area.

Watercourse through Golf Course

The watercourse is known to be depositing sediment and contaminants into the Lake. Recommendations coming forth from the Sylvan Lake Stormwater Master Plan are expected to address this issue.

Debris Along Lakebed

It has been noted that there are large areas of waste in the Lake, although the exact locations and amount of garbage have not been determined. The location of this debris within the water may be

outside of the Town's jurisdiction, and it should be reviewed as to whether cleaning up the debris is more disruptive to the environment than leaving it in-situ.

Transportation and Parking

A desktop analysis and site review of the Waterfront's transportation and parking system was completed to understand the existing transportation conditions in the area. The review generally distilled information from existing studies and plans, such as the Transportation Master Plan, to synthesize opportunities and constraints that exist in the Waterfront.

Access to the popular Waterfront area and adjoining lakeside residential neighbourhoods, Waterfront Commercial area, and community greenspace is provided through a network of roadways, multi-use pathways and sidewalks. The multi-modal transportation network could benefit from stronger connectivity to support safe and efficient transportation through areas that experience significant volumes of local and visitor traffic throughout the year, and in particular, during

the busy summer months.

Traffic and Congestion

Parking opportunities within the Waterfront Commercial and lakefront area are limited during peak periods, particularly during the summer. The active transportation infrastructure is well used, including the multi-use pathway and sidewalk system. Additional connections would be highly beneficial in enhancing active transportation opportunities and alleviating the parking congestion issues observed. This may include strengthening the existing north/south crossings at the Canadian National Railway right-of-way.

Transit

Though no transit system is currently in place within the town, the current Town of Sylvan Lake Transportation Master Plan (2016) includes recommendations for future internal and regional transit connections for the town.

Active Transportation

Improvements to the existing infrastructure and transportation network design could be explored to enhance opportunities for sustainable

transportation options that facilitate walking, cycling, and local shuttle bus use as primary mechanisms for transportation, and as viable alternatives to the use of private vehicles. The current active transportation network provides trails along the lakefront, but suffers from poor connectivity to and through the rest of the Town. There are numerous gaps and dead ends in the trail and active transportation system. Connecting the existing infrastructure together will improve the viability of using active transportation as an alternative to the automobile. Stronger connections will also make the network safer and easier to navigate.

Utilities and Infrastructure

A review of the Town’s municipal engineering documents, conversations with Town engineering staff, and desktop assessments of municipal infrastructure in the Waterfront area were completed to provide context for this Plan. The review focused on water, wastewater, and stormwater utilities. Overall, it is important to ensure that adequate municipal infrastructure is in place, and in good working order, to service existing

urban areas and to provide utility connection and capacity to new developments. Providing adequate water, wastewater, and stormwater infrastructure, and addressing the key issues listed below, will reduce the risk of new and existing development impacting the sensitive environment in and around the Lake. The largest risk would come from old or over-capacity pipes, which could cause municipal utilities to “leak” into the Lake and/or surrounding environment. Overall, the findings from the desktop study found that the Waterfront area is serviceable for development. These findings look at the overall developability of the area – further analysis is required for specific development proposals.

Water and Wastewater Utility Constraints

Water and wastewater utilities which service the entire Town (i.e. water wells and wastewater treatment facilities) have been identified as potential capacity constraints (and therefore potential development constraints). The existing water wells have capacity and treatment constraints while the wastewater system is limited by environmental constraints for disposal. Long

term plans for these systems are underway, and once completed will allow for an approximate doubling of the Town’s current population before capacity constraints are again reached.

Stormwater Management

The stormwater system is the most constrained municipal utility with capacity limitations. Generally, the Waterfront slopes toward the Lake, and as a result, managing runoff without draining directly into the Lake is a challenge. To alleviate this challenge, stormwater systems in the Waterfront area have potential to connect through to Golf Course Creek in the future to alleviate capacity issues in the study area. The forthcoming Stormwater Master Plan will address stormwater issues in the Waterfront and surrounding area.

Utility Right of Ways

Reviews found that there are several utilities in the Waterfront area installed under existing buildings or in very narrow utility corridors. Redevelopment offers an opportunity for the Town to capture desired right-of-ways or establish easements to enhance existing utility corridors and improve maintenance access. The Town should identify

desired future utility corridors, easements, and future right-of-ways for both existing and future utilities. As redevelopment occurs, the Town can then slowly acquire the desired lands piece by piece.

Economic Analysis

The background economic analysis for this project included interviews with business and property owners, analysis of background reports, and review of the area's existing economic conditions, which formed a baseline of the current development climate in the area.

Background economic analysis revealed that demand exists for growth in the Waterfront area, and unlocking economic development in the neighbourhood may be a matter of recognizing that development is mutually supporting; developments will support later developments as Sylvan Lake's Waterfront becomes increasingly self-supporting and vibrant. In particular, residential development in the Waterfront Area is needed to support more and more varied commercial offerings. Townhomes, for which high demand

currently exists, may be the ideal medium-density option for much of the Waterfront area. With more residents, more businesses of all kinds will be able to prosper in the area throughout the year (retail growth) and more services and activities will be supportable, ultimately drawing more visitors (hotel growth).

At present, new space in the restaurant, townhome, and seniors' apartment markets is in high demand and new space in the retail, hotel, marina, and apartment markets is in low demand. New economic development strategies and policies are being implemented to stimulate demand in these areas. Strategies from the Town's Retail Gap Analysis (Phase 2) include specific actions to supplement the Waterfront retail environment such as façade improvements and leasehold improvement programs, as well as generally supporting small business and entrepreneurship in the area. There is also strong seasonality to the economy of the Waterfront area. The summer sees a lot of visitors and events in the area, while the shoulder seasons and winter have much less activity. For this reason, it is often difficult for businesses to remain viable throughout the year.

Providing more residents and activities that bring more activity, and therefore business potential, in all seasons is integral in improving the vitality of the local economy.

Another important item for unlocking the economic development potential in the Waterfront area is in providing more certainty for potential developers. Currently much of the area is zoned as Direct Control, which means that despite adhering to recommendations and suggestions of administration, there is no guarantee that a proposed development will be approved. This is seen to add a degree of risk to the development process that, in turn, discourages new development proposals in the area. Rectifying this concern for the development community is seen as important in facilitating new development and economic potential in the Waterfront.

Improving both underwater and beachside cleanliness and regulatory enforcement on the Lake is another immediate step that may yield long-term economic benefits. The Town has already begun this process through significant investment in the upgrading of Centennial Park and Lakeshore

Drive over the past several years. The public realm improvements are a critical part of the economic development strategy.

Overall, it will be important to focus on creating economic opportunities that benefit the area throughout the year and to implement a phased approach to economic development in the Waterfront area. Some businesses will rely on others for their success, therefore executing a phased economic development strategy will be important for the area.

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3

Engagement Outcomes

REIMAGINE SYLVAN is the direct product of a collaborative, community engagement process using multiple approaches to connect with the community.

3. Engagement Outcomes

REIMAGINE SYLVAN is the direct product of a collaborative, community engagement process using multiple approaches to connect with the community. Engagement had a multi-pronged approach that gathered many perspectives from a range of demographics. It also included engagement throughout the project’s duration, which allowed for constant feedback and refinement of the plan’s direction. As ideas and concepts were developed through engagement, they were tested and refined by technical experts before being presented back to the community.

Many engagement opportunities were hosted:

- To understand the community’s perspective on the vision and principles.
- To test idea and design options through a public survey that resulted in a very high response rate.
- To develop big ideas and future concepts through a comprehensive Community Design Workshop.
- To test concepts and key directions through several open houses where the team reported back to the community.

3.1. Public Participation

Winterfest Engagement	173	participants
Public Survey	649	participants
Resident Stakeholder Meeting	38	participants
Business and Property Owners Stakeholder Meeting	8	representatives
Community Design Workshop	35	participants
Concept Refinement Open House	70	attended
Final Project Public Open House	72	attended

The Community Design Workshop had over 500 hours of volunteer time invested by community members!



Figure 5: Community Design Workshop

The following events were held to gather public and stakeholder input for REIMAGINE SYLVAN:

Engagement Event	Purpose	Date
Public Launch	<ul style="list-style-type: none"> • To provide awareness about the project • Gather input on opportunities and constraints in the Waterfront area • Develop themes for the Plan’s vision 	February 17, 2018
Public Survey	<ul style="list-style-type: none"> • To understand motivations for visiting the area • To understand impressions of the Waterfront area • To develop priorities for redevelopment of the area 	February - April, 2018
Pop-up Engagements/ Education Sessions	<ul style="list-style-type: none"> • To engage those who may not otherwise participate in engagement events • To gather input on project principles and sustainability objectives 	February - April, 2018
Stakeholder Meetings	<ul style="list-style-type: none"> • To gather feedback and priorities from area residents • To understand challenges and opportunities for local property and business owners 	April 29, 2018
Community Design Workshop	<ul style="list-style-type: none"> • To solidify principles and priorities for the future of the area • To develop future development concepts 	May 10 - 12, 2018
Open House: Concept Refinement	<ul style="list-style-type: none"> • To gather feedback on refined future development concepts 	June 14, 2018
Final Project Public Open House	<ul style="list-style-type: none"> • To provide a final chance for feedback on the Plan 	October 23, 2018

3.2. Community Engagement: Key Themes

Highlighted below are some key themes and outcomes from engagement. The What We Heard Report for all engagements is contained in Appendix A.

3.2.1. Reason for Visiting and Issues to Address

The public survey provided key insights into people’s motivations for visiting the Waterfront; opinions on the current state of the area; and established priorities for the most important future improvements. The survey results are important as they reflect the opinions of the broader community. The success of this plan is dependent on understanding the community’s needs and expectations, and delivering a development concept that will achieve both.

The survey confirmed assumptions around the seasonal nature of the Waterfront:

- Nearly twice as many participants visit the Waterfront “often” in the summer, as opposed to those who voted “often” in the winter
- The spring and fall seasons seem to attract the same amount of visitation by locals. Overall, spring and fall visitation receives less than 60% of the number of visitors as the summer season sees.

In the public survey, respondents were asked to evaluate the existing qualities of Waterfront

elements. The ranking options were excellent, good, average, fair, and poor. The results below reflect the weighted averages from the 596 responses to this question. Most of the elements currently rank between fair and average.

Results:

Pedestrian environment and parks/open space are the only items that ranked as significantly above average.

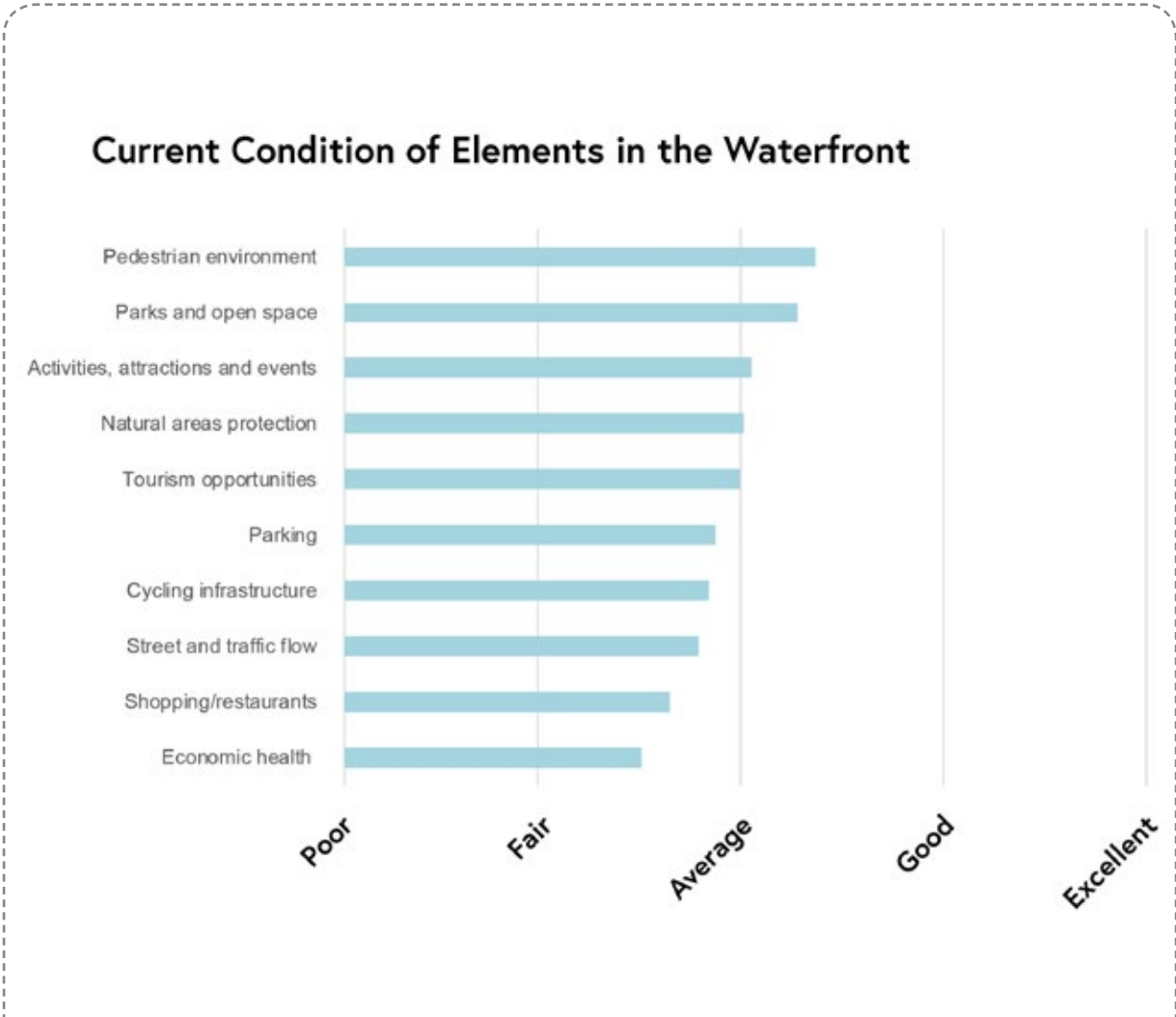
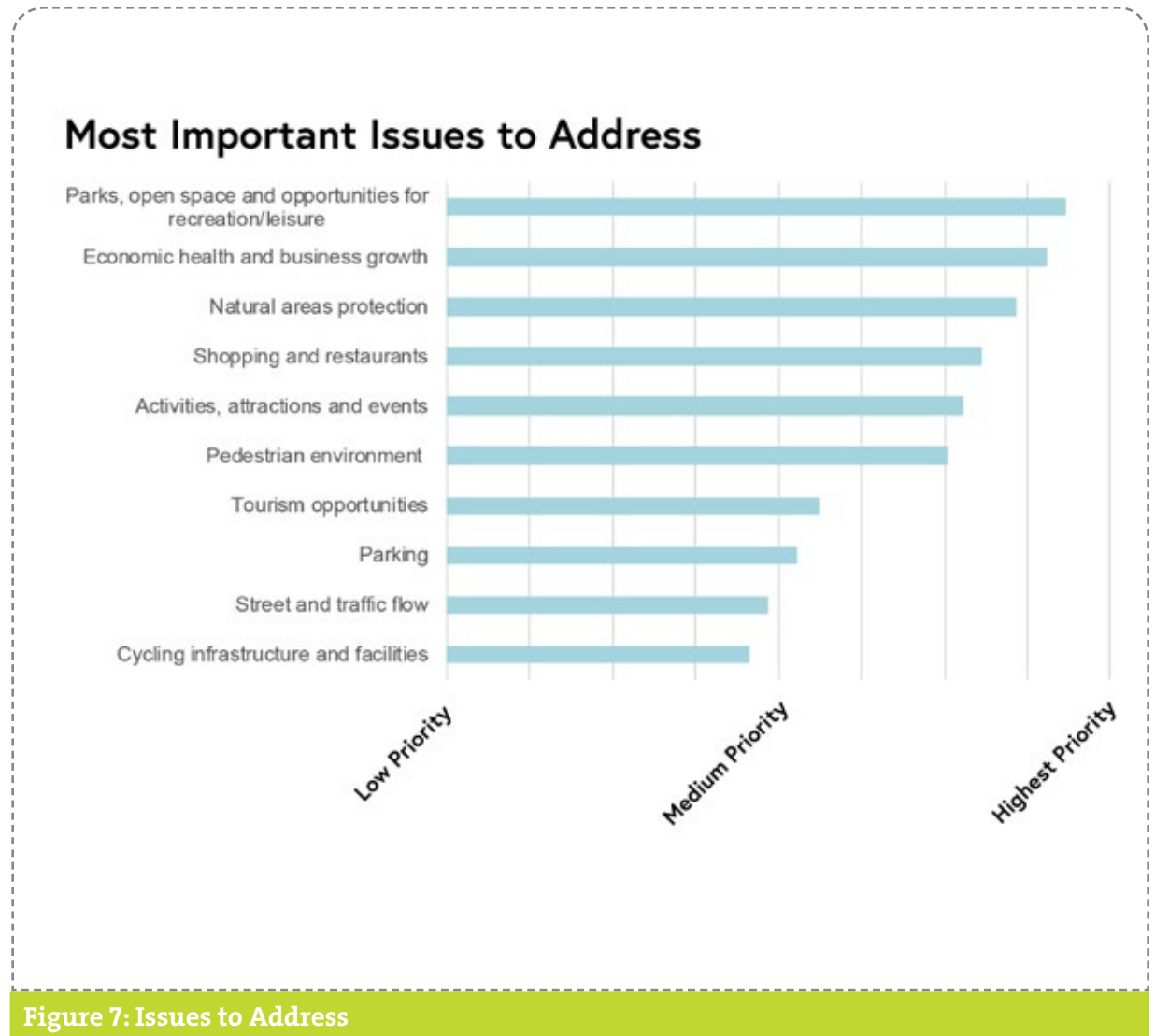


Figure 6: Condition of Waterfront Elements

Results:

Participants in the public survey also asked participants to prioritize issues to address. Overall, the results show a desire to continue improving parks and open space as well as to improve and diversify the commercial base in the area. The highest scoring issue to address was “parks and open space”, even though it scored second highest in the evaluation of the Waterfront’s current conditions. This shows that even with significant recent improvements to Centennial Park and along Lakeshore Drive, more improvements to parks and open spaces are desired by the community.



3.2.2. Sustainability Objectives

An important part of this project is increasing the sustainability of the Waterfront. This project will align with the Town’s Municipal Sustainability Plan (MSP) to implement objectives from the MSP within the Waterfront area. Implementing sustainability objectives will help to make the area a healthy and resilient place for years to come.

Survey and pop-up engagement participants were asked to prioritize nine sustainability objectives. The objectives were created to align with the MSP engagements. The ranking informed the prioritization for implementation recommendations in REIMAGINE SYLVAN. The suite of objectives not only looks at environmental sustainability, but it also considers social and economic elements. Below are combined weighted average outputs from the public survey and pop-up engagements.

Results:

Year-round tourism is the most important sustainability goal, followed by natural areas protection and economic diversity.

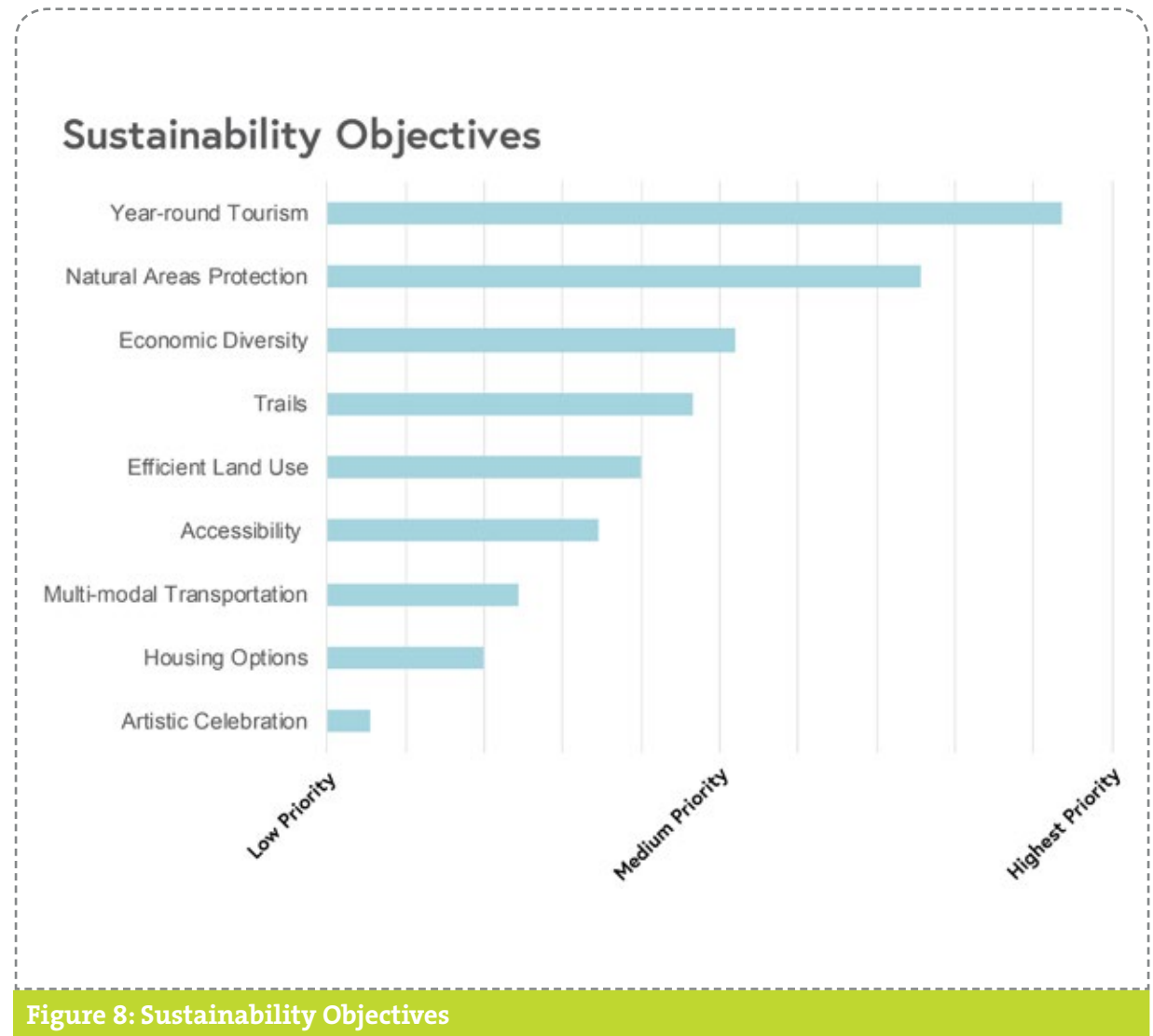


Figure 8: Sustainability Objectives

3.2.3. Concept Development: Key Elements

Built Form and Development



Figure 9: Future Development Concept from the Community Design Workshop

Cottage Area

Maintaining the Cottage Area’s identity and aesthetic is important to the community. Future development is desired to uphold the style of the cottages while preserving the mature trees in the area. While it is important to maintain the impression of lakeside cottages, there has been recent development of larger homes with more modern designs along Lakeshore Drive. To maintain the context of existing residences, it was determined that new buildings should maintain the two storey maximum allowable height that currently exists. This will fit the current built form – modern, highly-designed homes that front onto Lakeshore Drive and more rustic feeling residences throughout the rest of the Cottage Area.

Throughout engagement, there was also a lot of input on streetscapes in the Cottage Area. Some people supported improved streetscapes with flat curbs and naturalized vegetation, while others feel strongly that the streets should remain the way they are.

Mixed-use in Waterfront Commercial Area

The community clearly supports having more people living in the Waterfront Commercial Area. Increased residential population will support local businesses, create active street life throughout the year, and make better use of the land base. Future development in the Waterfront Commercial Area is envisioned to be three-to-four-storey buildings with commercial at grade and residential or commercial uses above, depending on the development. With slightly taller buildings proposed than what currently exist in the Waterfront Commercial Area, it is seen as important to use building step backs to maintain light to the streets and not to cast prolonged shadows onto significant public spaces.

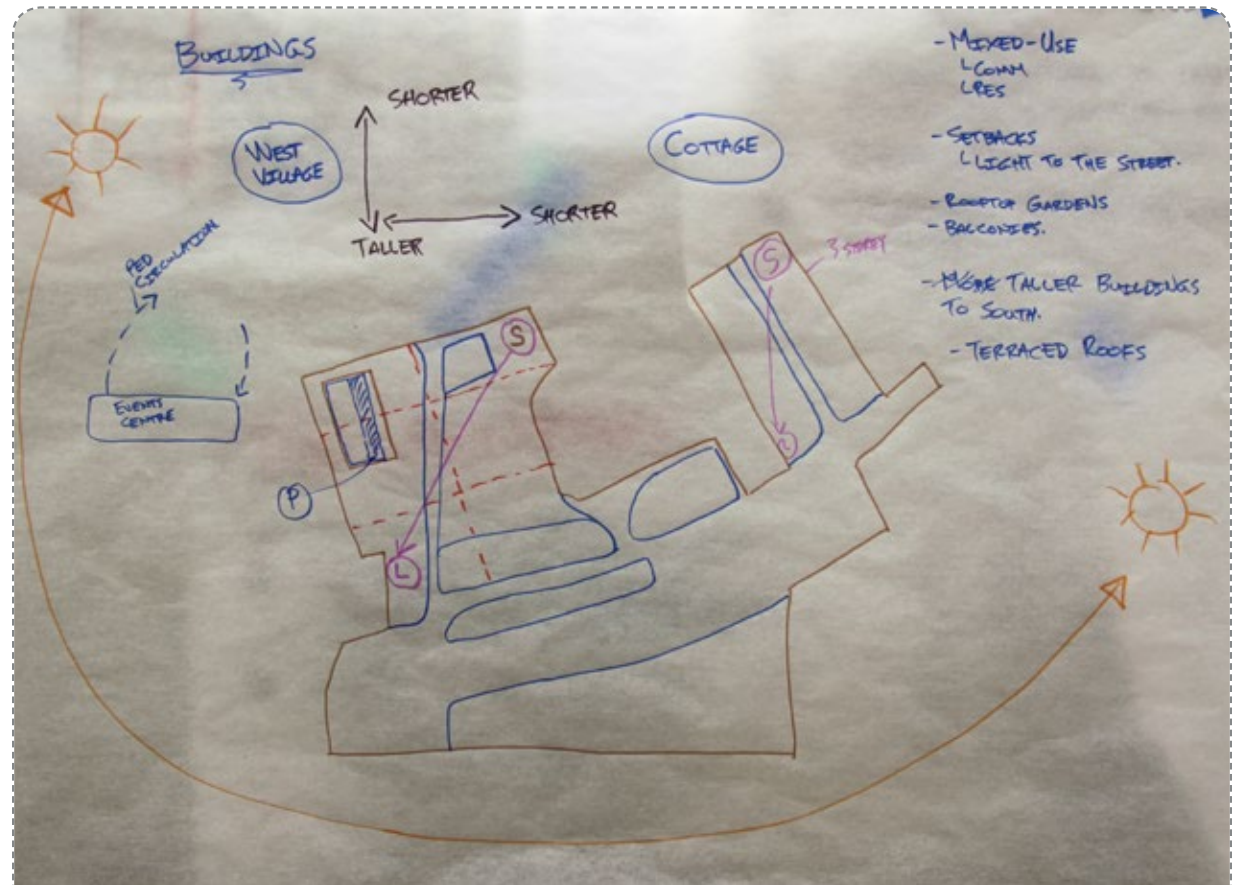


Figure 10: Concept Development for the Waterfront Commercial Area during the Community Design Workshop

West Village as Area of Highest Residential Density

The West Village is currently the densest residential population in the plan area, and the community anticipates that trend continuing. During the Community Design Workshop, it was determined that buildings of up to six storeys should be allowed in the area. Refinement of the concept shows buildings with a maximum height of six storeys allowed on the west side of the West Village Area, while the east side allows a maximum of four storeys.

Live-Work in Central Residential Area

The central residential area is located between Waterfront Commercial Area and the Cottage Area. It is seen to provide a transition in density and housing types between the two neighbourhoods. Buildings in this area will be allowed to be four storeys high closer to Waterfront Commercial Area and two storeys closer to the Cottage Area. Additionally, Live-Work units have been identified for the area to allow for a variety of employment in the area, as well as to provide a transition of land uses between the commercial core and residential uses to the east.

Event and Conference Centre

Engagement revealed that a conference centre is seen to be a potential economic driver that attracts people from out-of-town, particularly outside of peak tourism season. During the Community Design Workshop, it was determined that the concept of a conference centre should be expanded to a venue that can also host community events such as weddings, graduations, reunions, corporate training, etc. As a conference and events centre, it can attract people from out-of-town for conferences, while also being utilized by the local population for larger events. The best location for the centre was determined to be along Lakeshore Drive, south of Lakefront Park.

Water's Edge Concept Naturalized Beach

One of the charms of the beachfront in the area is that it still feels very natural despite being on the edge of urban areas. Large trees and beachfront areas line much of the water's edge, and there is desire to keep it this way. Maintaining a naturalized interface with the water will help to protect the lake's environmental integrity and prevent

shoreline erosion. For residents and visitors to Sylvan, a natural-feeling water's edge will mean a beach experience that really feels like a beach and is uniquely Sylvan.

Boat Launch and Mooring Improvements

One of the most frequently heard items throughout the engagement process was the need for improved boat launching, as the current boat launch is perceived to be too expensive and has limited hours of operation. There is also an issue of illegal boat mooring in the lake that is creating environmental and safety risks. To better deal with these motorized boat issues, it is proposed that a more cost effective and publicly accessible boat launch be considered. It is also recommended that a mooring field with defined access be established, and that a day/short-term mooring be built, likely at the end of the pier.

Pier Improvements

The pier has long been an important part of the water's edge, and there is sentiment that it could be better utilized throughout the year. Maintaining beach volleyball areas until new facilities are built

is important to the recreational associations, but providing new features such as a natural amphitheatre, and a small plaza are seen to be ways to make better use of this important area and emphasize it as a community gathering space.

Non-motorized Launching

Currently this is no formal point for non-motorized boat launching in the study area. A hand launch area is proposed on the east end of Centennial Park to promote a diversity of recreational uses on the Lake and to prevent launching in sensitive or inappropriate areas. This part of Centennial Park has been constructed to allow Lake access, so minimal redesign/reconstruction on the Park will be required to construct the launch. Additionally, this site is over a kilometre from the motorized launch and marina, which will help to keep the lake safe by separating motorized from non-motorized launching.

Barrier-Free Lake Access

One of the principles developed during the Community Design Workshop promotes increased accessibility throughout the Waterfront area. As the main attraction of the area is the lake, there

should be barrier-free water access to increase community equity. Centennial Park was designed to allow extensions of the walkways for barrier-free lake access – completing the extensions will

be an economical way to provide access for all while complementing the design and success of Centennial Park.

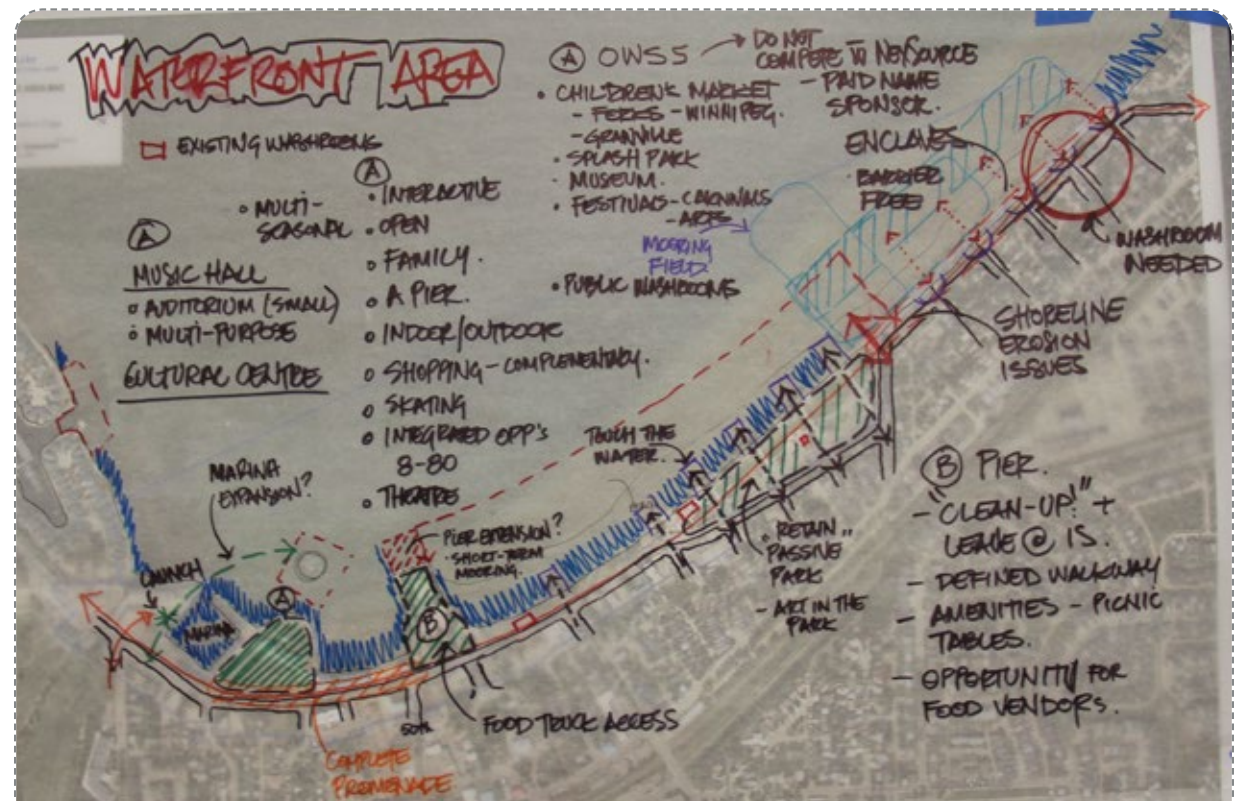


Figure 11: Water's Edge Concept Development from the Community Design Workshop



Figure 12: Community Design Workshop

Beach Improvements

Shoreline erosion has been an ongoing issue along the beach in the eastern portion of the study area. To prevent degradation of the beach/shore and provide improved beach experiences, beach upgrades have been proposed. These are envisioned as naturalized looking beach areas that minimize the impacts of wind and erosion on the beachfront.

Event Spaces

Providing spaces for events to happen, both formally and informally, is important. Arts and culture spaces are seen as important, as well as providing options for the winter village to grow. During the Community Design Workshop, an

indoor/outdoor cultural hub was identified as an important location for events and community gathering activities. Additionally, a natural amphitheatre and plaza space were identified for the pier.

Transportation + Circulation

Shuttle Bus

Parking is constrained in the Waterfront during the summer months. There is also no specified location for boat trailer parking. To alleviate parking demands as well as to improve access to and through the Waterfront area, a shuttle bus service has been proposed that will link to future satellite parking lots and other parts of the Town.

Complete Street Development

As part of the efforts to increase the walkability of the area and reduce demands on roads, it was determined in the Community Design Workshop that 50 Avenue should be developed as a complete street, which will improve the pedestrian and cycling facilities along the road. 50 Avenue is a key east-west connector through the area and should be utilized for multi-modal transportation through the Waterfront.

Alleyway Conversion

Throughout the Waterfront Commercial Area, alleyways are currently being used as business service lanes. In other municipalities, alleyways have been converted into public spaces that allow businesses to establish new opportunities such as patios and pop-ups. Public artworks, such as murals, are also popular interventions that spark curiosity and exploration of these spaces. In the case of Sylvan Lake, alleyway activation has been designed to get more people moving through the Waterfront Commercial Area, allow new opportunities for businesses, as well as provide important east-west connections through the plan area. As there are empty storefronts and some struggling businesses Waterfront Commercial Area, it is critical that alleyway improvements are designed to complement the local business community rather than compete with it.



Figure 13: Alleyway Conversion Examples

50 Street Improvements

50 Street is seen as the main commercial street in the Waterfront Commercial Area. Vacancies are high, and many commercial spaces are seen to be of poor quality. Upgrading the street and encouraging new building development is seen as critical to encourage more pedestrian circulation and commercial vitality throughout the area. During the Community Design Workshop, 50 Street was envisioned to be a complete street that includes wider sidewalks, street trees, and decorative lighting, and to be able to temporarily shut down to enable community events on the street.

Trail Improvements and Connectivity

The existing trail network throughout the Waterfront area and other parts of Town is well used and considered a great recreational amenity for residents. However, there are currently many gaps in the trail network that negatively impact its functionality. Connecting the missing trail links while adding to the network overall was a consistent theme throughout engagement. Additionally, residents noted that the rail line provides a pedestrian barrier and would like to see more formal rail crossings.



4

Plan Challenges and Opportunities

The Waterfront area has been viewed with a holistic lens, with the intent of increasing its overall sustainability, increasing the quality of life for area residents, attracting new residents, attracting new high-quality development, and furthering the area's tourism potential.

4. Plan Challenges and Opportunities

4.1. Key Challenges

The Waterfront area has been viewed with a holistic lens, with the intent of increasing its overall sustainability, increasing the quality of life for area residents, attracting new residents, attracting new high-quality development, and furthering the area's tourism potential. Overall, since the 2006 Waterfront Area Redevelopment Plan, there has been significant work and investment completed by the Town to improve the public realm in areas such as Lakeshore Drive and Centennial Park. Going forward, this Plan will rely on sustained work from the Town to continue revitalizing the Waterfront area. For the area to truly flourish, there also needs to be significant investment from businesses and developers to help bring new vitality to the area's built form and business community.

The following issues and opportunities have been realized through the planning process - many are inter-related and will build upon others to become successful. To fully realize the vision for the area, steps should be taken to mitigate the issues and capitalize on the opportunities that currently exist.

Commercial Vacancies

There is a high rate of commercial vacancies in core commercial areas, such as along 50 Street. There have been several recent grant approvals for the Town's Façade Improvement Program, which shows interest in revitalizing the commercial core.

Lack of Services for Residents

With the closing of Cobbs Foods, there is limited access to daily amenities, such as groceries, in the area. This forces local residents to commute outside of their neighbourhood to fulfil daily needs.

Lack of Trail Connectivity

While the Town has been actively building and improving trails throughout the Town, there remain significant gaps in the trail network (particularly connecting the Waterfront Commercial Area to the southern residential areas of Sylvan Lake), which reduces the value of using trails for active transportation purposes.

Unregulated Boat Mooring

There is currently random mooring of boats in the lake during the summer season. This creates environmental and safety risks.

Boat Launching and Parking

The boat launch at the marina is seen to be expensive and have poor hours of operation. It is also one of only two publicly accessible boat launches on the entirety of Sylvan Lake. Additionally, there are currently limited options for the parking of vehicles with boat trailers in the area.

4.2. Key Opportunities

Lakefront Park

There is significant opportunity to develop Lakefront Park into a community hub and gathering space that attracts both residents and visitors.

Clarity on Development Processes

To stimulate development in the area, there is an opportunity to provide more certainty and clarity for developers on potential projects. This can help to mitigate some of the risks related to development and make the Waterfront area a highly desirable place to do business.

Increase to Residential Density

There is potential to increase the residential density in the Waterfront Commercial Area, West Village Area and Central Residential Area to promote better uses of the land base and encourage year-round vibrancy of the area.

Alleyway Conversion in the Waterfront Commercial Area

Rethinking alleyways provides the opportunity to promote more pedestrian activity, commercial opportunities, east-west pedestrian connections, and create unique event spaces. This also offers a significant placemaking opportunity that can play into Sylvan Lake's unique character and differentiate it from other tourism destinations.

Stewardship of the Lake

Environmental protection on the Lake can be increased through regulating boat mooring, filtering storm water runoff, and enriching environmental education.

Increased Safety on the Lake

Providing clear separation between motorized and non-motorized uses adjacent to the lake shoreline to increase safety and functionality of the highly-used area.

Lake Access

Improved Lake access and infrastructure for both motorized and non-motorized craft.

Festivals and Events

Opportunity to enable year-round festivals and events through public spaces that allow a range of programming and areas to gather.

5

Vision and Planning Principles

By the year 2038, the Waterfront is the vibrant heart of Sylvan Lake providing year-round attractions and amenities for both residents and visitors.

5. Vision and Planning Principles

5.1. Vision

By the year 2038, the Waterfront is the vibrant heart of Sylvan Lake providing year-round attractions and amenities for both residents and visitors. The Waterfront showcases Sylvan Lake as a hub of culture and recreational activities that compels people to live in the area and for others offers exciting opportunities to visit in any season. Environmental integrity of the lake will be strengthened through stewardship and development that reflects the lake's place as a key natural and recreational resource and the foundation for Sylvan Lake's identity. New development will increase the area's residential and commercial base while building on and strengthening the unique identities of the neighbourhoods in the area.

5.2. Plan Outcomes

The Plan promotes mixed-use developments in the Waterfront Commercial Area as well as increased residential densities in the West Village Area and Central Residential Area to help bolster the area's population throughout the year. This will promote more activity in all seasons, and will provide a critical mass of patrons to support and grow local businesses that currently experience seasonal fluctuations in the amount of business that they receive. There will be a continued effort to make the area more walkable and bikeable with increased connection to neighbourhoods and nodes beyond the **REIMAGINE SYLVAN** area so that people can have many options for both getting to, and getting around, the area. The lake and surrounding beachfront will be reinforced as the main attraction to the area and a key community gathering space. It will also emphasize Sylvan Lake as Alberta's premier beach destination. New and improved public space along the water's edge will encourage people of all ages and abilities to gather, recreate, and enjoy the beautiful and special place that is Sylvan Lake.

5.3. Principles

REIMAGINE SYLVAN is based on seven key principles that are intended to guide future growth and change in the Waterfront area. The principles are a result of the project's engagement process and represent the key values of the community that should be upheld to ensure that the area remains vibrant, unique, and charming into the future. Planning policy and objectives in the following sections build upon these principles to fulfil the vision for the future of the Waterfront.



Memorable

Build off the existing features and characteristics of the waterfront to make it a memorable and unique place.



The Lake as Heart of the Community

Continue to focus on the lake as a key recreation, environmental, and tourism resource.



Year-Round Economic Diversity and Tourism

Build a community that promotes year-round activities, attractions and services.



Natural Areas Protection

Strengthen the environmental integrity of the lake and surrounding area.



Local Services

To provide for commercial and personal service uses which are intended to serve the day to day needs of residents in the Waterfront and wider area.



Community Gathering and Arts

Provide key social spaces for gathering and animate the Waterfront character through local arts and culture experiences.



Accessible, Walkable, and Safe

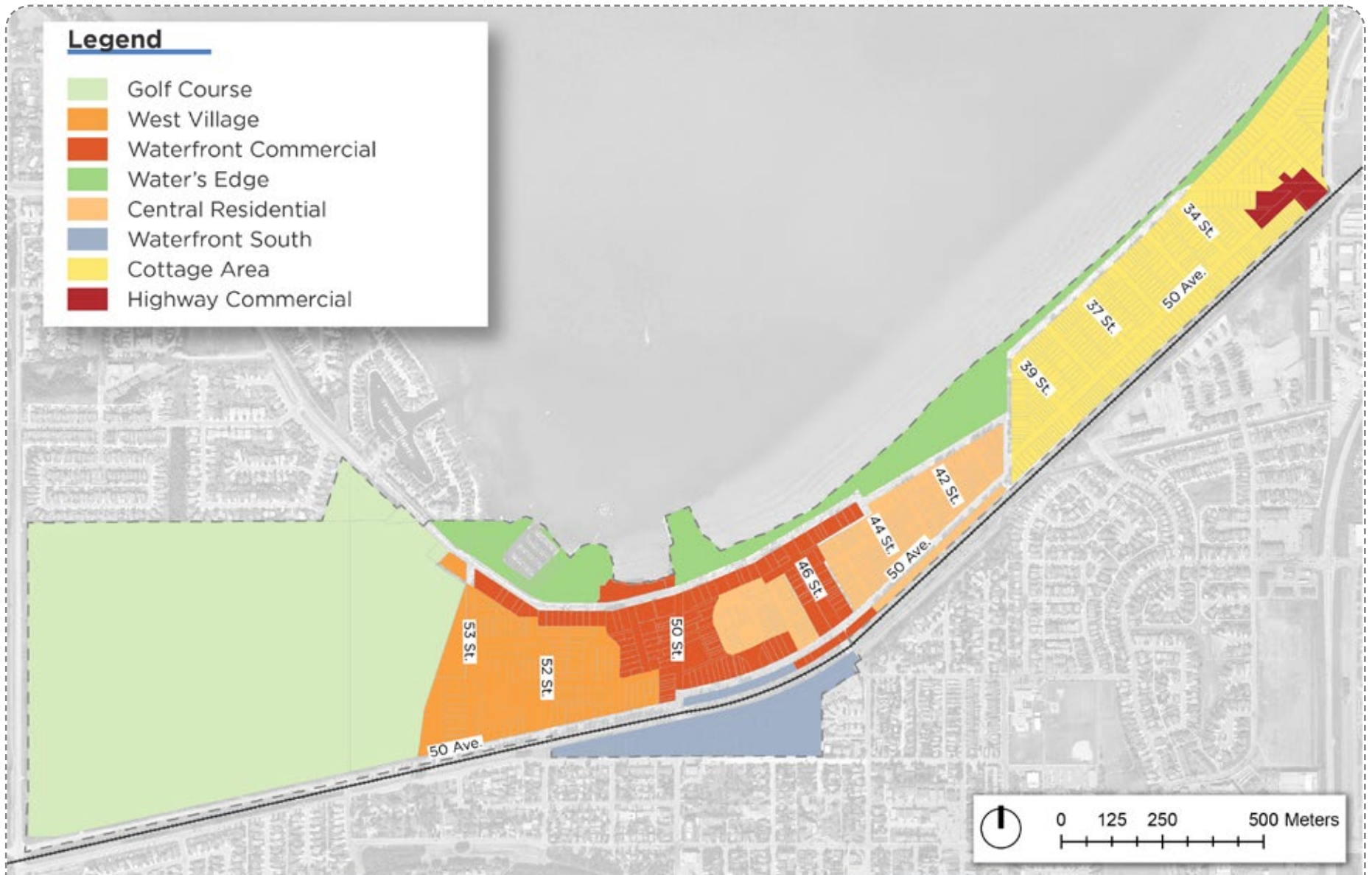
Make the Waterfront easy to get around, with no physical or mental barriers to access, for all ages and abilities.

5.4. Future Development Concept

Within the REIMAGINE SYLVAN area, there is a variety of built form and land uses. To work with the varied characteristics across the area, seven planning areas have been created. The intent is to build off the existing characteristics of each area to develop them as areas that are memorable and authentic, while contributing to Sylvan Lake’s overall identity.

The areas, as outlined on Map 4: Future Land Use include:

Area	Purpose	Primary Land Use	General Max. Building Height
Waterfront Commercial	<ul style="list-style-type: none"> To provide commercial opportunities for area residents and visitors To provide mixed-use development that encourages diverse activity 	Mixed Use	4 storeys
Water’s Edge	<ul style="list-style-type: none"> To offer a variety of recreational opportunities To provide open spaces, and key gathering spaces that promote year-round activity and tourism 	Recreation	3 storeys
West Village	<ul style="list-style-type: none"> To provide higher-density residential housing 	Residential	6 storeys
Central Residential	<ul style="list-style-type: none"> To allow residential intensification of the area and provide new housing options 	East of 44 Street 44 - 46 Street West of 46 Street	2 storeys 3 storeys 4 storeys
Cottage Area	<ul style="list-style-type: none"> To maintain the single-family residential feel of the neighbourhood 	Residential	2 storeys
Highway Commercial	<ul style="list-style-type: none"> To accommodate auto-oriented retail and service areas 	Commercial	3 storeys
Waterfront South	<ul style="list-style-type: none"> To provide key recreation and municipal facilities 	Recreational and Institutional Residential west of 50 St	4 storeys 3 storeys
Golf Course	<ul style="list-style-type: none"> To maintain the area as a key piece of recreational and environmental infrastructure 	Recreational	To be determined on a case by case basis



Map 4: Future Land Use Areas

Financial Viability

In the creation of this plan, preliminary financial analysis was performed to understand the economic viability of the plan, as a whole, and likely redevelopment timelines. The high-level results indicate that the land uses are projected to be feasible. All development types become viable within the plan horizon under most growth circumstances, with immediate and significant redevelopment potential on key sites.

Floor Heights

Floor heights are to be used to calculate the maximum allowable heights of buildings. The measurement unit is floor to floor heights, which allow for the floorplate to be easily included in the calculation of floor heights and maximum building heights.

The table below recommends the heights of floors for various uses in a building. Generally, the ground

floor should be taller to allow for multiple uses in commercial and mixed-use developments, and greater comfort in residential developments. Those above the ground floor have lower floor to floor heights. It should be noted that buildings with pitched roofs may result in slightly taller maximum building heights than what is described in floor to floor heights as the roof can add additional elevation to the building.

Use	Suggested Minimum Floor to Floor Heights	Suggested Maximum Floor to Floor Heights
Commercial ground floor	• 4.2 metre min.	6.0 metre max.
Mixed-use buildings above ground floor	• 4.0 metre min.	5.0 metre max.
Residential buildings	• 3.0 metre min.	4.0 metre max.

Parking Standards

Parking standards are important in determining how parcels of land can redevelop. The amount of parking must complement the use of the building while enabling a built form that contributes to the walkability of the area by creating a compact urban form and reducing the need to drive. Excessive parking requirements have the potential to limit redevelopment as they can increase development costs while limiting the developable area of a given parcel.

In modelling future scenarios for the Waterfront area, the parking standards below have been used to evaluate the feasibility of redevelopment in the area. For residential land uses these numbers are generally expressed per residential unit while in commercial spaces the numbers are expressed as a ratio of the total built space of a building, often referred to as the gross building area (GBA).

Commercial spaces in the Waterfront Commercial Area have been modelled with one parking stall per 538 ft² of GBA. There are, however, no parking minimums in the Waterfront Commercial Area with the exception of offices and personal services.

Maintaining no parking minimums is seen as a key method to incentivize development in the Waterfront Commercial Area as it can negate the costs of building on-site parking.

Presented below are minimum parking ratios recommended for future developments in the Waterfront area. The Land Use Bylaw should be consulted for parking requirements for specific land use districts.

Building Type	Assumed Minimum Parking Ratios
Detached Residential	2 stalls per unit
Townhouses	2 stalls per unit
1-3 Bedroom Apartments	1.25 stalls per unit
Bachelor Apartments	1 stall per unit

6

General Policies

The land use and urban design general policies support improving urban design standards for future development and redevelopment projects. Implementing strong urban design contributes to making a place more memorable, one of the Plan's guiding principles, by creating a strong public realm where people want to spend their time.

6. General Policies

6.1. Land Use and Urban Design

The land use and urban design general policies support improving urban design standards for future development and redevelopment projects. Implementing strong urban design contributes to making a place more memorable, one of the Plan's guiding principles, by creating a strong public realm where people want to spend their time. The creation of a Design Review Panel is intended to streamline the development application process by introducing a third-party design review linked to established design criteria resulting in consistent and high-quality urban design.

Policy has also been created around the removal of Direct Control Districts in the Waterfront area. The intent of these changes is to create districts that are more permissive to a wider range of land uses, which is seen to promote development in the area. Re-designating Direct Control Districts will offer clearer definition around the types of land uses and built form that are envisioned in the area.

6.1.1. Goal

Create inviting and safe buildings and public realm that respond to the Waterfront's unique character.

6.1.2. Objectives

- a. Promote and reinforce the character of the individual neighbourhoods in the study area.
- b. Strive for high quality building and urban design throughout the area.

6.1.3. Policies

Direct Control Districts and Discretionary Uses

- a. Amend the Land Use Bylaw to re-designate the Lakeshore Direct Control District, Waterfront Direct Control District, and Direct Control District 1 zones to standardized land use designations best suited for commercial and waterfront specific land uses providing a level of certainty for development potential, and flexibility for specific use and form. The re-designations shall best fit with the neighbourhood areas outlined in REIMAGINE SYLVAN.

- b. The Town should modify the Land Use Bylaw to provide greater ability for the Development Officer to act as Development Authority for land use districts in the Waterfront area.

Inclusionary and Seniors Housing

- a. A policy shall be created that enables inclusionary/affordable housing in specified areas and development types once the Municipal Government Act finalizes its inclusionary housing legislation. Work with the Community Housing Committee to develop an affordable housing approach that will meet the needs of the community without disincentivizing new development.
- b. Support the development of seniors-specific housing. Encourage building and site designs that allow for aging in place, and that enable physical and social integration with the local community.

Building and Site Design

- a. High-quality and durable building materials shall be used in new developments and redevelopment projects:
 - i. Façades should comprise of a minimum of



Figure 14: Example of buildings using diverse materials

- ii. Vinyl siding is discouraged as a building material.
- iii. The design of facades is encouraged to use low impact building materials that minimize environmental impacts in their manufacturing and transportation.
- b. Building design should create a comfortable environment for pedestrians through providing

- a sense of enclosure, providing active and permeable frontages with frequent building entrance, large windows at grade, and street furniture.
- c. To ensure an interesting streetscape, rooflines and façades of buildings should be articulated in a rhythm appropriate to the size of the site and the scale of the building. This articulation should be substantial enough to be apparent

- to the passing motorist as well as to the on-site pedestrian.
- d. Mixed-use buildings should provide separate at-grade entrances for commercial and residential uses.
- e. Commercial and mixed-use buildings are encouraged to have entrances on corners in order to facilitate pedestrian movement and enhance the permeability of the building.



Figure 15: Example of a pedestrian scaled environment

- f. To provide an active and inviting streetscape at ground level, commercial and mixed-use buildings should be built to the property line, with the exception of accommodating patios, storefront spill-out, or widened sidewalks.
- g. Above-grade parking structures should be wrapped with active retail or residential uses around to maintain an active and attractive streetscape.
- h. Large format retail should limit its frontage by incorporating small retail bays with individual entrances that front onto the street.
- i. Buildings on corner sites shall provide attractive façades on both the street and avenue, and address adjacent buildings and buildings on opposing corners.
- j. Rooftop gardens and patios should be provided to improve rooftop aesthetics and provide additional amenity space.
- k. Commercial and mixed-use buildings should use projecting signs that are scaled and oriented to the pedestrian.
- l. Any accessory buildings should aesthetically complement the principal building.



Figure 16: Example of facade rhythm and articulation



Figure 17: Example of building with corner entrance



Figure 18: Setback buildings to allow for patios



Figure 19: Example of building with active facades on the street and avenue



Figure 20: Example of projecting pedestrian scaled signs



Figure 21: Example of solar panels on residential building



Figure 23: Example of a building that encourages bicycle use



Figure 22: Rain barrels are an easy way to allow the reuse of water

Sustainable Design

- a. A Property Assessed Clean Energy (PACE) bylaw should be adopted that enables property owners to make clean-energy upgrades using approved on-site renewable energy. The bylaw should be crafted to allow Energy Efficiency Alberta to administer the program on the Town of Sylvan Lake's behalf.
- b. Green roofs should be encouraged for new development, particularly for multi-family and mixed used buildings to provide sustainable amenity spaces.
- c. District energy systems should be encouraged within the Waterfront area.
- d. Sustainable development principles and practices should be encouraged as part of the design of public and private developments, including:
 - i. Where possible, buildings should be designed to include on-site alternative energy sources such as solar energy.
 - ii. Building and site designs that reduce the consumption of water are encouraged. This can be achieved through techniques such as the reuse of water and low-water landscaping.
 - iii. Building and site designs that reduce the consumption of energy are encouraged. This can be achieved through technologies such as energy efficient lighting and energy efficient appliances.
 - iv. Building and site designs that conserve material through reused and sustainable construction practices are encouraged.
 - v. Site design shall incorporate design features that encourage walking, bicycling (i.e., bicycle parking), and integrate with the potential for future transit or shuttle bus service.
 - vi. Building and site design shall promote reduced stormwater runoff, sedimentation, erosion, and be discharged from the site in a controlled manner.

Design Review Panel

- a. The Town shall establish a Design Review Panel (DRP) comprised of representatives from the architecture, landscape architecture, planning, engineering, and visual arts professions to advise and make recommendations on developments in the Waterfront area. Appointments to the panel shall be made by professional associations including, but not limited to, the Alberta Association of

Architects (AAA), the Alberta Association of Landscape Architects (AALA), the Association of Professional Engineers, Geologists, and Geophysicists of Alberta (APEGA) and the Alberta Professional Planners Institute (APPI).

- b. The DRP shall make recommendations on proposed developments to Council for approval.
- c. Establishment of the DRP shall require the following actions:
 - i. Develop an DRP Protocol (including process timelines, design criteria, and application templates) and Terms of Reference. Review frameworks from other municipalities and discern what is most appropriate for the Sylvan Lake context.
 - ii. Require a meeting with the developer, Town and the DRP at the pre-application stage.
 - iii. Provide ongoing review of applications at the land-use and development permit stages for new developments and major redevelopments.
 - iv. Require land-use and development permit applications to be reviewed by the DRP if they meet any of the following criteria:

a) are in the Waterfront Commercial Area or Water's Edge Area, b) are located at major gateways, intersections, or other significant sites as determined by the Town, c) is a multi-lot development, d) is a multifamily development, and e) have applied for a Land Use Amendment to create a direct control district.

- v. Require applicants to submit a Briefing Report that highlights the urban design qualities of the application and includes, at minimum, a rendered site plan and street level perspective render. Develop a list of urban design elements and related evaluation matrix or checklist. Applicants should be required to articulate how they have fulfilled each of these elements in their Briefing Report.
- d. Repeal the Waterfront Urban Design Guidelines in favour of allowing the DRP to guide urban design decisions, and amend the Land Use Bylaw to incorporate any regulations that may be required.
- e. Consider requiring Development Permit applications to include a landscape plan prepared by a qualified professional if the

development is within the Waterfront Commercial Area, is a multi-family development, or is a multi-lot development.

- f. Require shadow studies for buildings over four storeys in height.

Elements of Good Urban Design

Listed below are urban design elements that are seen to give the Waterfront its unique character. As the area is eclectic in nature, the elements are formed around characteristics, rather than specific materials or architectural styles that contribute to the theme and placemaking in the area, and Sylvan Lake in general.

It is recommended that the proposed DRP use these elements to develop an evaluation framework by which to review the urban design merits of new developments and redevelopment applications. It is expected that applications clearly display how their application fulfils each of the elements in a Briefing Report, to be provided to the Panel. These elements are pulled from best practices and examples from other jurisdictions.

For developments that do not require review by the DRP, these elements are principles and guidelines that should be followed for new developments and redevelopment proposals. Applications are encouraged to clearly demonstrate how they have responded to these elements.



Connection to the Lake

As Sylvan Lake is the unifying landscape component that the Waterfront area is built around, it is seen as favourable that development proposals provide connection to the Lake. For example, development can provide amenity space for features such as patios and street furniture, or provide views to the Lake if the site and surrounding built form allows.



Winter Design

Allowing spaces to be enjoyed all in seasons is critical to their success. Developments in the REIMAGINE SYLVAN area should consider incorporating materials and strategies to minimize the adverse effects of winter climates. Some techniques that can be used to promote the use of outdoor or semi-outdoor spaces in the winter include the use of decorative lights, positioning plazas to maximize the sunlight they receive, and the use of deciduous trees to allow sunlight penetration during the winter.



Safety

It is important that developments demonstrate that they have incorporated Crime Prevention through Environmental Design (CPTED) principles to incorporate elements such as natural surveillance, appropriate lighting, and natural access controls as applicable. Designs should create a sense of comfort through thoughtful design.



Accessibility

New developments and redevelopment projects should not provide any barriers to access. Proposals should clearly demonstrate how they have adhered to universal design regulations and principles, and how they have incorporated best practices to improve the accessibility of the proposed development or redevelopment.



Responding to Neighbourhood Context

The Waterfront is an eclectic mix of unique neighbourhoods. This mixing of styles and architecture types gives the area its unique character, bringing a different flavour from each neighbourhood. As appropriate, designs should respond to the positive qualities of each neighbourhood to reinforce the identities and neighbourhood feel of the area. It is suggested that to further develop the characteristics of the individual communities, applicants should outline how their design has responded to the unique neighbourhood context.



Human Scale

Maintaining a human-scaled environment is critical in promoting street life and vibrant areas, both of which are important for a successful commercial core, strong residential areas, and for furthering tourism to the area. Setting back buildings to maintain sun to the street and to not overwhelm people with large building faces are an important component in maintaining a human scale. Other elements such as awnings, decorative lighting, outdoor seating areas, and arcades can also aid in making designs feel appropriate in scale.



Rhythm and Permeability

Buildings should be designed so that they provide continual visual interest for the pedestrian. For commercial buildings, ground floor uses should have doorways every seven to 15 metres. This allows pedestrians to easily access buildings while continually experiencing new sights as they walk down the street. Windows and glazing should also be generously proportioned to maintain a strong relationship between the building and the street.

For residential buildings, vertical articulation should be used to break up large buildings and give the impression of individual buildings. The use of windows, porches, and patios that allow for eyes on the street are also encouraged as they contribute to safety and allow for greater socialization.



Connectivity

It is important that development provide connections to adjacent areas. The connections should be obvious to the public, and the connections should be functional – connecting to the places where people using the site need to go. Additionally, if the site is adjacent to trails or active transportation infrastructure, its design should seamlessly connect to these features.



Animation

Providing active uses that attract people to a space and encourage them to spend time there are important in providing a strong urban realm. Providing active ground floor uses, visual intrigue through sensible uses of colour, (i.e., on trim), public art, street furniture, and creative lighting schemes are good examples of how spaces can be animated.

6.2. Economic Development and Tourism

Sylvan Lake is strategically located along the Calgary-Edmonton Corridor and is one of Alberta's premier recreational lakes. The Town's location provides easy access to a large market and the natural attraction of Sylvan Lake itself provide tremendous potential to expand the local tourist industry. A priority is to develop a year-round tourism economy and to increase the amount of visitor-focused festivals, events, and experiences that happen in the area.

6.2.1. Goal

Expand year-round investment and employment opportunities within the Waterfront area.

6.2.2. Objectives

- a. Expand and diversify the local economy to attract new investment and employment opportunities.
- b. Develop partnerships to pursue economic and business development goals.
- c. Utilize the Festival and Event Strategy to

encourage year-round activities in the Waterfront area.

6.2.3. Policies

- a. Explore reducing the assessment rate for small businesses, as per the Municipal Government Act Matters Relating to Assessment Subclasses Regulation.
- b. Continue to implement the Investment Attraction Strategy, including targeting investors for a conference and events centre, and a boutique hotel.
- c. Amend the Investment Attraction Policy to continue to encourage the development of strategic partnerships with new businesses and developers.
- d. Utilize the Retail Gap Analysis to attract a mix of retail, commercial and personal service uses intended to serve the day to day needs of residents and visitors in the Waterfront.
- e. Utilize the Recreational Lease of the bed and shore to explore new opportunities for commercial and recreational opportunities on the lake in all seasons.



Figure 24: Example of Outdoor Festival

- f. Explore the expansion of the Winter Village along 50 Street to encourage more pedestrian activity in the commercial core during the winter months.
- g. Undertake and/or update investment prospectus' feasibility studies and economic impact analyses required by the development community to secure investment.

6.3. Parks and Open Space

The beach and adjacent park space are some of the main attractors for visitors to Sylvan Lake as a destination. Currently they are very well enjoyed during the summer and have significantly less use during shoulder seasons and the winter. Very careful consideration needs to be given to the future redevelopment of Lakefront Park and the Pier to ensure public objectives regarding year-round activation; enhancing public access to the waterfront; trail development; preservation of views; access / egress; provisions for parking; and architectural treatment of buildings are all properly considered. A major consideration is the need to expand and ensure continued public access to the Marina, whether developed by the Town or through some type of public / private partnership arrangement.

One of the topics that saw a lot of public feedback was open spaces for dog access to the water. The feedback was split: strongly for this idea and strongly in opposition. This topic would affect a very broad range of community members, many of whom would not have contributed to engagement efforts for a Waterfront redevelopment plan. As such, the Plan recommends further community discussions about dog water access.

LEGEND

LAKEFRONT PARK AREA

- A1:** Events centre
- B1:** Lakefront Park facility
 - > commercial space, theatre, workshop, culture/arts/music, washroom/change room
- C1:** Plaza
 - > water play, public + event space, year-round market, ice rink
- D1:** Programmed + free play park space

THE PIER

- A2:** Bridge
- B2:** Short-term mooring
- C2:** Fountains
- D2:** Beach area
- E2:** Formalized walkway
- F2:** Natural amphitheatre
- G2:** Small Plaza space

CENTRAL WATERFRONT AREA

- A3:** Breakwall development

CENTENNIAL PARK

- A4:** Formal trail development
- B4:** Breakwall development
- C4:** Barrier-free access to lake

COTTAGE AREA

- A5:** Non-motorized lake access
 - > defined lake access, beach areas, shoreline protection enhancements
- B5:** Beach upgrades
- C5:** Mooring field
- D5:** Public Washroom

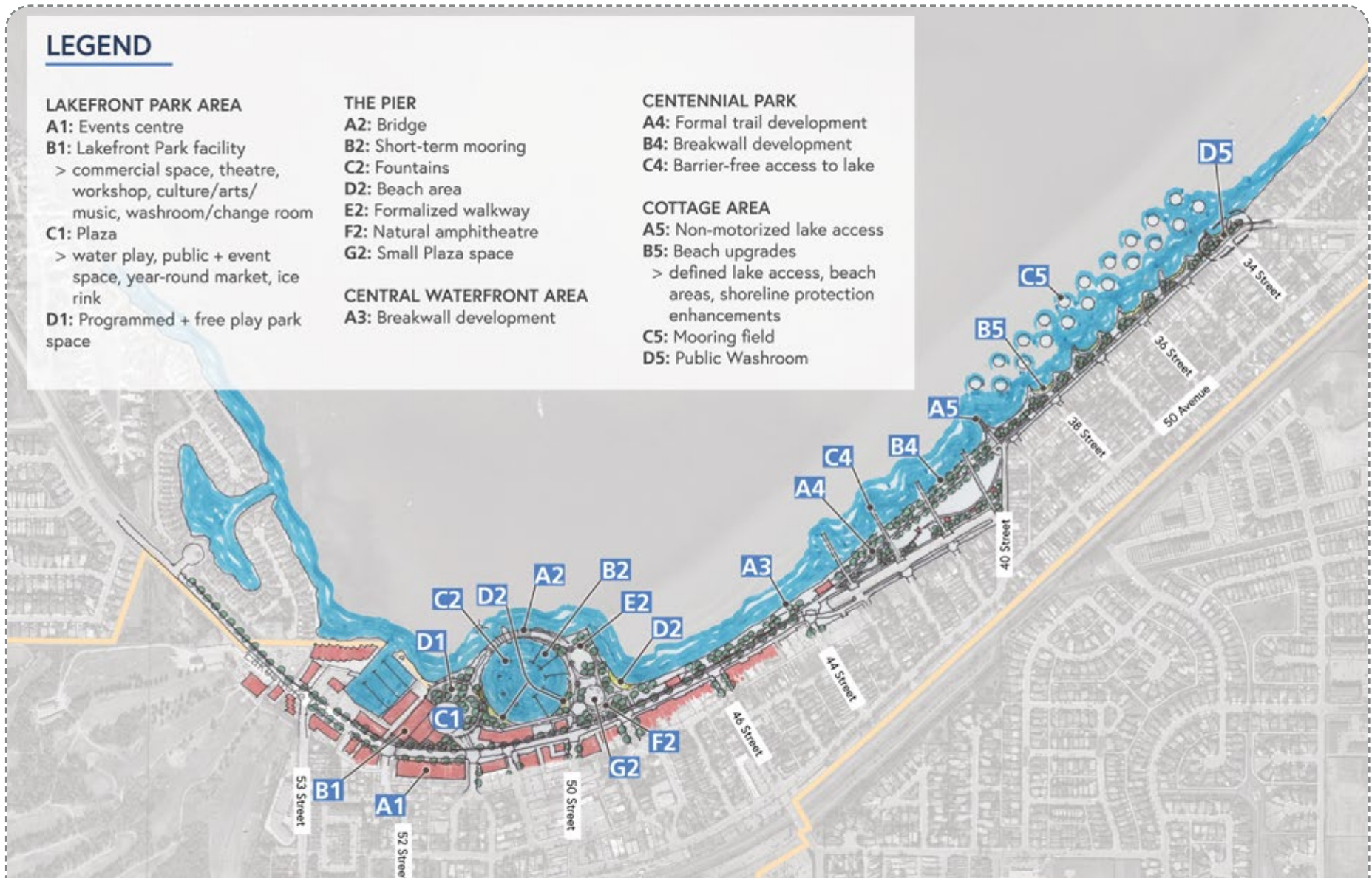


Figure 25: Water's Edge Concept

*Note: image is for illustration purposes only and not to reflect a specific design option

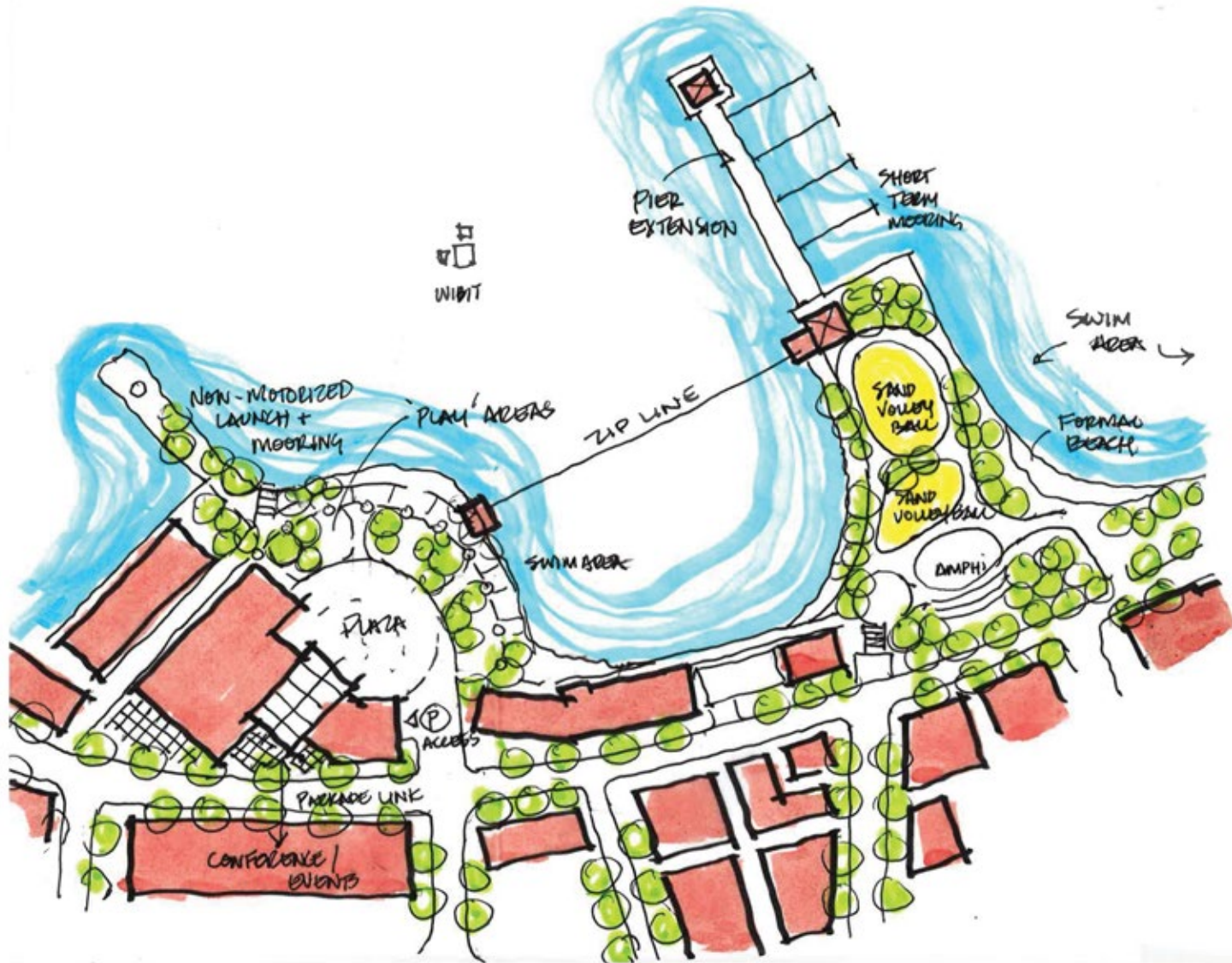


Figure 26: Alternative Concept for Lakefront Park and Pier Area *Note: image is for illustration purposes only and not to reflect a specific design option

6.3.1. Goal

Foster healthy and active lifestyles by providing residents and visitors with high quality parks, open spaces, trails and recreation facilities for active and passive use.

6.3.2. Objectives

- a. Expand recreational spaces and opportunities in the Waterfront area.
- b. Provide greater environmental protections to the Lake, shoreline, tributaries, and surrounding area.
- c. Identify opportunities and funding sources for upgrading parks and open spaces.
- d. Increase the safety and functionality of the areas of the Lake where the Town has a Recreation Lease.
- e. Diversify water-related recreational uses to encourage year-round tourism.
- f. To separate motorized and non-motorized lake uses.

6.3.3. Policies

- a. Pedestrian safety and barrier-free accessibility shall be a priority for all aspects of public realm design.
- b. Utilize Sylvan Lake's Recreation Lease of the lakebed and shore to better enforce recreational uses on the lake such as illegal boat mooring and boat launching in unapproved locations.
- c. Redevelopment of Lakefront Park is encouraged. Redevelopment should provide a community gathering space with open space and beach access such as shown in Figure 25: Water's Edge Concept.
- d. Upgrading of the eastern portions of the beach in the **REIMAGINE SYLVAN** area, located north of the Cottage Area Figure 25: Water's Edge Concept, is encouraged. The eastern portion of the beach requires upgrades to address issues of beach erosion, vegetation management, and accessibility while protecting habitat for wildlife and the natural feel to the area.
- e. Create barrier-free lake access points in Centennial Park.
- f. Develop a Public Art Program that includes a process for selecting, placing and acquiring

- g. art on public and private spaces throughout the Waterfront. The program could include a requirement for all public and private development over a certain dollar value to contribute a percentage of the construction budget towards purchasing or commissioning a work of art for public display.
- g. Amend the Recreation, Arts & Culture Grants and the Community Spirit Capital Grant to include community-based projects that contribute to art, culture, or sustainability goals in support of the Waterfront's character.
- h. Explore the feasibility of creating a pedestrian connection from Lakefront Park to the pier. Pending decisions on feasibility and cost, design and develop a connection from Lakefront Park to the pier.
- i. Encourage upgrading of the pier to better facilitate events and improve the overall visitor experience. Suggested improvements include a natural amphitheater, formalized walkways, and a small plaza space as per Figure 25: Water's Edge Concept.
- j. Designate an area for day boat mooring and motorized watercraft rentals that is readily accessible to the Waterfront Commercial Area.



Figure 27: Example of a winter warming hut in Winnipeg

- k. Design and develop a non-motorized boat launch on the east side of Centennial Park that includes a location for barrier-free boat access.
- l. Develop a regulated and self-sustaining system for boat mooring that includes a designated boat mooring area in the lake with a defined shoreline access point to mitigate negative environmental impacts on the shoreline, as shown in Figure 25: Water's Edge Concept.
- m. Explore the idea of introducing a winter

warming hut architectural design/build competition that would allow for creative and visually appealing huts to be built adjacent to skating areas on the lake.

- n. Undertake an initiative to better understand the need for a dog water access point, whether that is in the Plan area or otherwise.

6.4. Transportation and Circulation

Given the eclectic nature of the area, there are a range of street types and transportation requirements. This plan advocates for stronger pedestrian streets throughout Waterfront Commercial Area, complete streets design throughout the area, shuttle bus service, as well as the provision of an adequate location for boat and trailer parking. Within residential areas, streets are to be designed for the people that live there and should use traffic calming and other measures to ensure that they maintain the feeling of residential streets.

6.4.1. Goal

Create a sustainable, multi-modal transportation

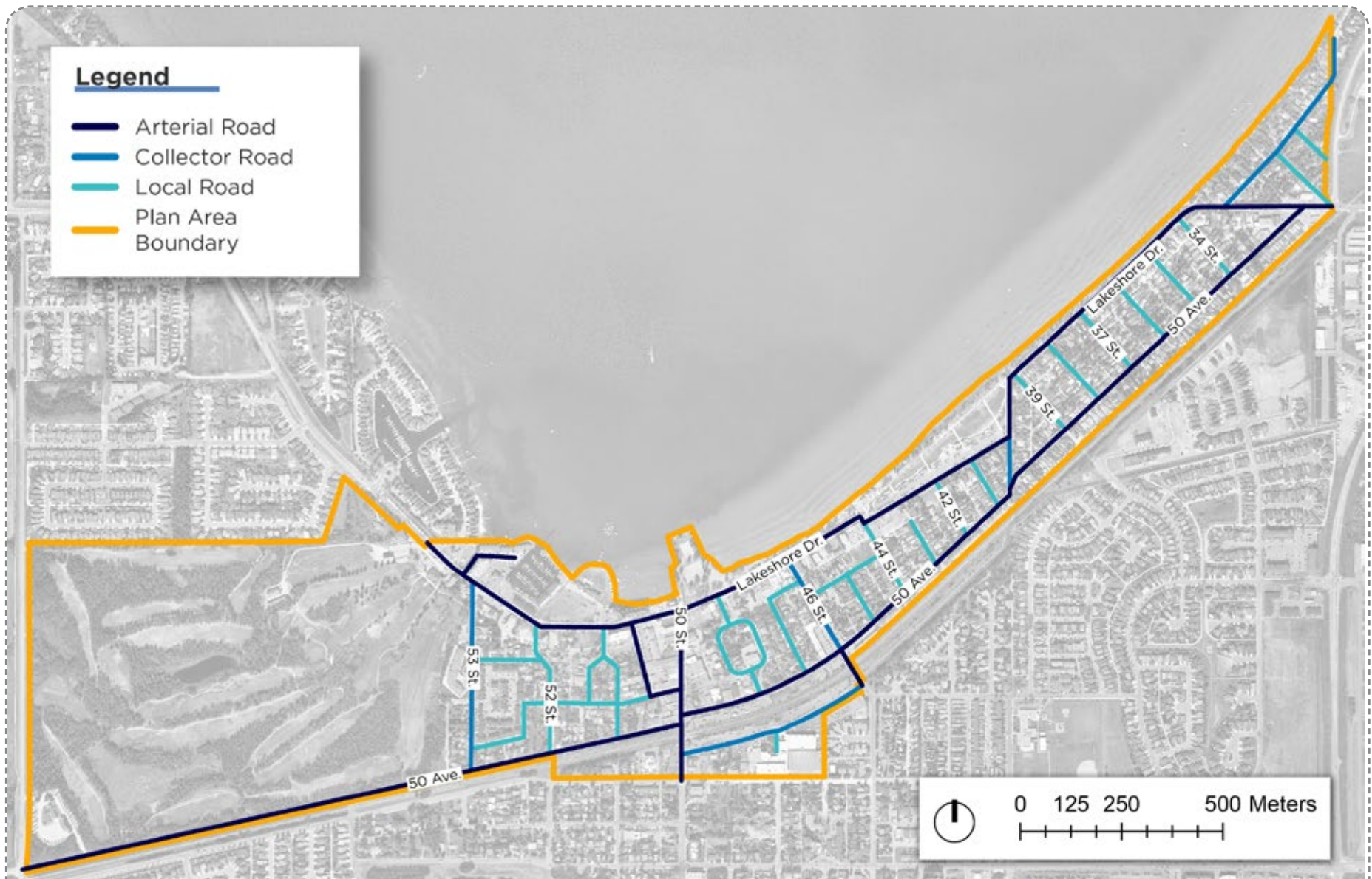
system that supports safe and efficient movement throughout the Waterfront area and provides improved connections to the rest of the Town.

6.4.2. Objectives

- a. Establish a safe and efficient transportation system with a clear hierarchy of roadway networks.
- b. Align transportation system planning with land use decisions and new development in the Waterfront area.
- c. Encourage and facilitate multi-modal transportation (automobile, shuttle bus, pedestrian, bicycle).
- d. Provide an adequate supply of well-located parking.

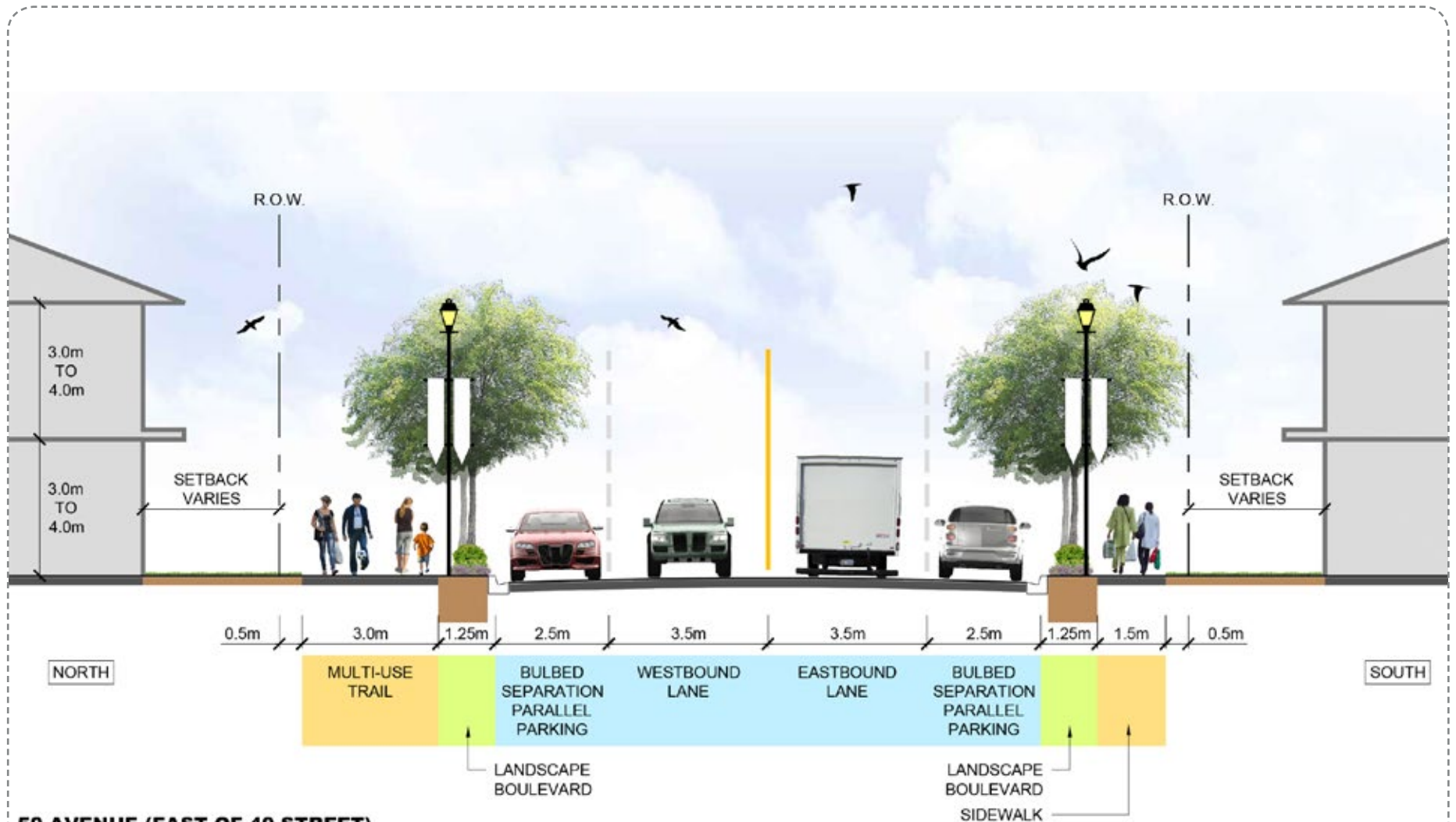
6.4.3. Policies

- a. Continue to improve the public realm through infrastructure upgrades with updated streetscaping standards.
- b. Focus active transportation upgrades on the southern edge of the Plan area and extending south from the rail tracks.
- c. A parking strategy for the Waterfront area



Map 5: Road Classifications

- shall be completed to understand the total demand for parking, to assess the impacts of future development, and to identify ways that excess demand can be addressed. In order to complete a detailed parking strategy, traffic count information and data around the use of public parking facilities throughout the year is required.
- d. Work with benefiting stakeholders to explore the feasibility of providing a shuttle bus system. The shuttle bus should provide connections to peripheral parking facilities similar to the conceptual route outlined on Map 7: Proposed Trail and Shuttle Bus Network. Lakeshore Drive and other Waterfront Commercial streets should be designed to accommodate the future shuttle system.
 - e. Determine the most appropriate financing approaches (i.e., cash-in-lieu) for public parking facilities to be developed on the periphery of the Plan area. Further study is required to determine if enough cash-in-lieu would be required to cover both land and development costs of either surface parking lots or parking structures.
 - f. Determine a location for truck and boat trailer parking and connect the parking facility with the shuttle bus. Explore the potential to utilize 50 Avenue, between 53 and 60 Street, for boat trailer parking with a shuttle system connecting to the Lakefront. Preliminary analysis suggests the boat trailer parking could be pull-in style using parking lanes that run parallel to the driving lanes on either side of the road.
 - g. Pursue negotiations with the school board around a joint-use agreement that would facilitate boat trailer parking, connected to the lakefront via a shuttle bus, at HJ Cody High School during the summer months. Preliminary analysis shows that the rear parking lot at HJ Cody provides sufficient turning radii to allow for boat trailer parking.
 - h. Develop a Complete Street road classification that provides a standard cross section for a multi-use pathway, sidewalk on opposite side of the road, one driving lane in either direction, and parking lanes.
 - i. Encourage the design and development of 50 Avenue as a complete street from 53 Street to Lakeshore Drive. The street should be designed to safely accommodate vehicles, bicycles, and pedestrians to allow for greater choice in transportation modes.
 - j. Complete streets with green infrastructure standards should be included in the West Village Area.
 - k. Streetscape and infrastructure improvement plans for 50 Street should be finalized and implemented to reinforce the street as one of the area's primary commercial and activity corridors. The improvements should allow infrastructure upgrades to service future mixed-use developments in the area. The streetscape should provide widened sidewalks, improved pedestrian safety, provide mid-block pedestrian crossings, calm traffic, allow for events, and provide street trees and plantings that green the street.
 - l. Upgrade alleys identified in Map 6: Proposed Alley Conversions to allow for active pedestrian environments, patio areas, and access to retail and restaurants that backs onto the identified alleys. Design the alleys as multi-modal spaces that allow for safe pedestrian and local vehicular traffic. Encourage the alleys to be animated through decorative lighting and public art such as murals. It is suggested that



50 AVENUE (EAST OF 40 STREET)

*This illustration is conceptual in nature. It is not meant for construction purposes and should be refined through detailed design of the roadway.

Figure 28: Conceptual Cross Section for 50 Ave

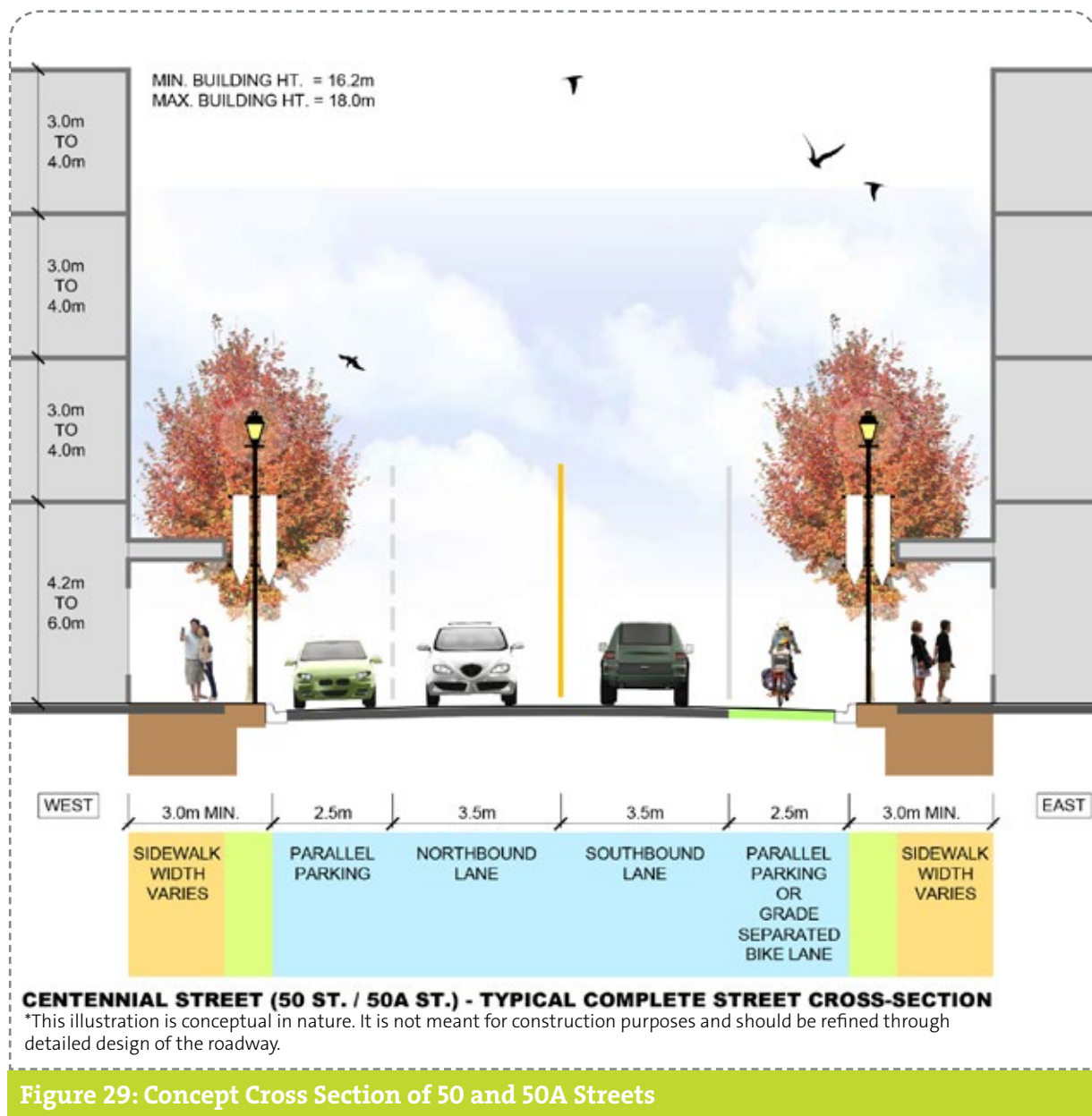


Figure 29: Concept Cross Section of 50 and 50A Streets

the Town begins by upgrading one or two key alleys to trial the program and to concentrate activity. As the program sees success, it can be expanded to create a network of unique and intriguing alleys.

- m. Implement the trail network as shown on Map 7: Proposed Trail and Shuttle Bus Network in accordance with trail development standards contained in the Town of Sylvan Lake Development Process and Design Guidelines. It is recommended that Multi-Use Trails are implemented in the Waterfront area whenever possible. Encourage improved trail and pathway connections to, and upgrades of the existing rail crossings. Continue discussions with CN Rail to explore the possibility of adding new pedestrian crossings across the train tracks between the Waterfront area and neighbourhoods to the South, understanding that CN has the right to its property and the right to refuse granting new pedestrian crossings.
- n. Upgrade Cottage Area streets as infrastructure improvements are required. Design of the streets should address multiple objectives such as: maintaining natural vegetation, connecting

the area to the waterfront through riparian plantings, pedestrian and non-vehicular safety, and stewarding the unique Cottage Area feel.



Figure 30: Alley Conversion Examples

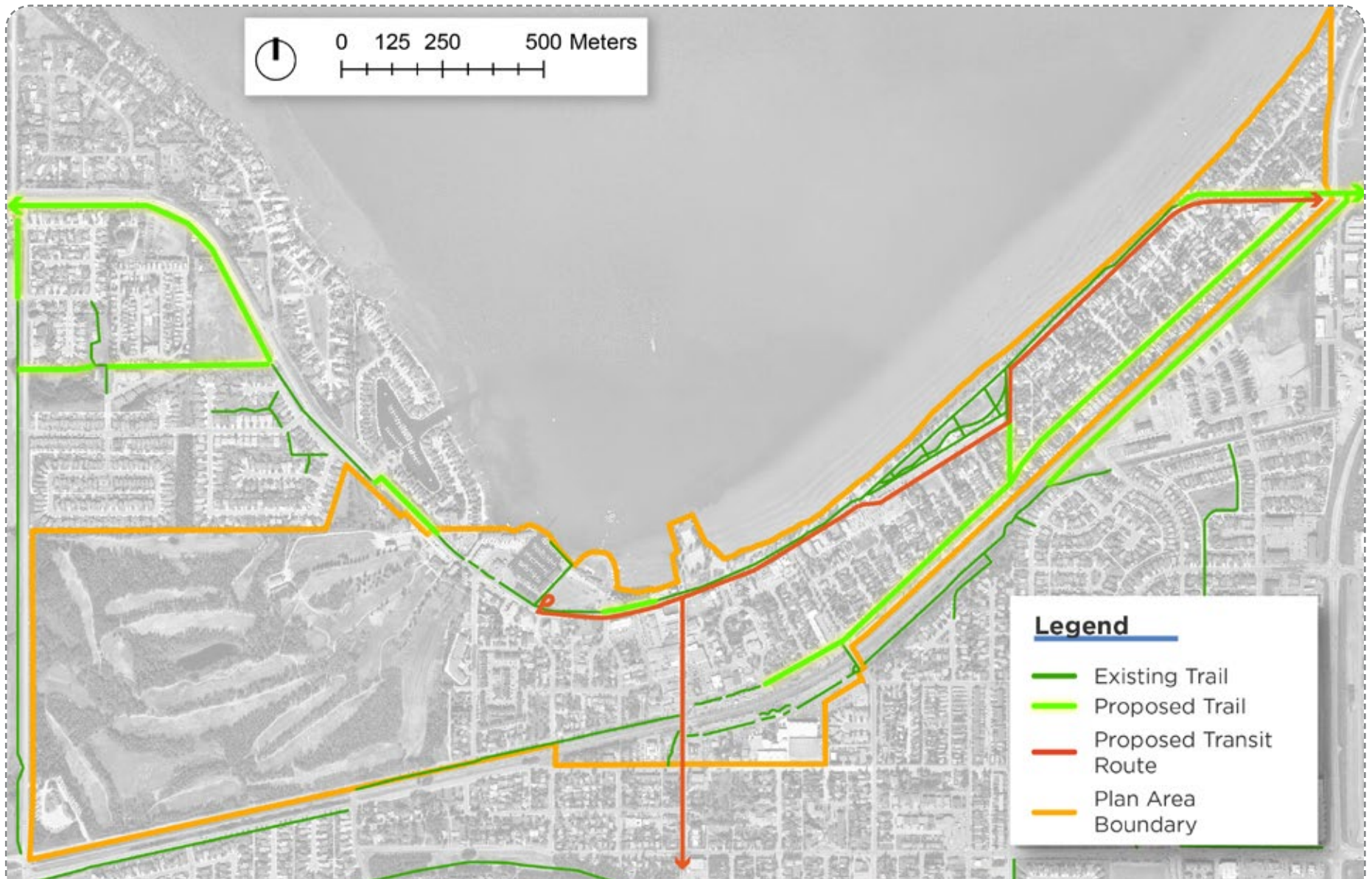


Legend

-  Proposed Alley Conversions
- 1** Lakeshore Drive to Lakeland Plaza
- 2** 50a St. to 50 St.
- 3** 50 St. to 49 St.
- 4** 50 St. to 49 St.
- 5** 48 St. to 46 St.
- 6** 46 St. to 44 St.



Map 6: Proposed Alley Conversions



Map 7: Proposed Trail and Shuttle Bus Network

6.5. Environmental Management

The Waterfront area is an urban environment that interfaces with the lake and other natural areas. Critical elements of the physical environment include the lake, creeks, tree stands and riparian areas. As Sylvan Lake continues to attract visitors and new residents to the area, growth pressures will undoubtedly result in more intensive use of the area's natural resources. Responsible environmental stewardship along and around Sylvan Lake is a prime consideration of this Plan, and natural features must be well managed in accordance with intensive recreational and land uses in the Waterfront area.

6.5.1. Goal

Conserve, protect and enhance the quality of the environment.

6.5.2. Objectives

- a. Protect the integrity of the lake.
- b. Conserve and sensitively incorporate natural features as an integral part of the community's

open space system.

- c. Provide adequate riparian setbacks.
- d. Increase the amount of vegetation throughout the Waterfront area.

6.5.3. Policies

- a. A minimum setback of 30.0 m (98.4 ft) from the high-water mark to the nearest building shall be required for new development and redevelopment projects unless it can be determined by a qualified professional that the development or redevelopment does not cause undue harm to the environmental qualities of the lake.
- b. New development or redevelopment within 300 m (1,000 ft) of the waterfront shall be required to implement construction management practices that prevent erosion, sedimentation and flow of nutrients into the lake.
- c. Require an Environmental Impact Assessment (EIA) by a qualified professional(s) where development may have a potentially detrimental effect. If required, the EIA shall include but not necessarily be limited to the following:

- i. description of the proposed development, including its purpose, alternatives and staging requirements;
 - ii. description of the biophysical environment that would be affected;
 - iii. prediction of the effects (positive and negative) that the proposed undertaking may have on the biophysical environment;
 - iv. indication of the limitation of the study, criteria used in predicting effects, and interests consulted;
 - v. recommended measures to mitigate any negative effects identified; and
 - vi. presentation of the results in a framework that can assist decision-makers in determining the final course of action.
- d. A Visual Impact Assessment shall be required for development on the corners north of Lakeshore Drive and sites within the Water's Edge Area. Visual Impact Assessments may also be required for sites on key corners south of Lakeshore Drive as determined by the Town. The Visual Impact Assessment shall be conducted by a qualified professional(s) and that provide sufficient information to show the likely effects of the proposed development and

the extent to which any undesirable effects may be mitigated by the project design. If required, a Visual Impact Assessment should address the following to the satisfaction of the Town:

- i. how the natural features of the site will be preserved to contribute to the visual quality of the development;
 - ii. how the density and form of the proposed development will be considered in terms of its visibility from important viewpoints on and off the lake; and
 - iii. in areas where development is not visible from important viewpoints, why higher densities might be considered more appropriate than in areas of high visibility.
- e. Explore the feasibility of removing garbage and debris from the bottom of the lake in the area where the Town has a Recreation Lease.
 - f. Explore options in the Waterfront area to create new, and protect existing, wetlands. The goal of the wetlands should include, but not be limited to: improving the quality of water before entering the lake and protecting environmentally significant habitats.
 - g. Encourage methods that allow energy to be

derived from renewable resources as they make sense in the Waterfront area.

- h. As the Town develops sustainable landscaping practices as part of the Municipal Sustainability Plan, require that they be met in the Waterfront area for municipal projects.
- i. Low impact development (LID) practices should be implemented for development and redevelopment projects to support watershed goals. LID features may include items such as rain gardens, rainwater capture, use of native vegetation, vegetation that does not require watering, use of local materials, and permeable paving.
- j. Encourage the planting of new trees throughout the Waterfront area to help the Town reach its Municipal Sustainability Objective of increasing the urban forest canopy by 10%. New trees could include: street trees, succession planting of older trees, increasing the number of trees in park spaces, or other methods/locations that promote the addition of urban trees.
- k. Consider establishing run-off volume source control targets for multi-lot subdivision and major development projects, and

requiring applicants to demonstrate how they are meeting the targets as per the recommendations of the Cumulative Effects Management Strategy, Phase 2.

6.6. Heritage and Culture

Heritage buildings provide a sense of place and speak to the history of the community. Given that very little is left of Sylvan Lake's built heritage, this makes the remaining historic properties all the more valuable, including the Archambault Castle and Lester Residence (Stone House). In order to develop a deeper understanding what buildings and sites have significant historical and cultural significance, a heritage building inventory is required. This will help the Town to identify other pieces of the urban fabric that are important to Sylvan Lake's history beyond the few buildings that are generally thought of as historical.

6.6.1. Goal

To encourage the conservation and retention of buildings of historic and architectural significance in a manner that ensures that such buildings are

retained as functional and attractive elements of the built environment.

6.6.2. Objectives

- a. Facilitate the preservation of historic and architecturally significant buildings; and
- b. Work with Sylvan Lake Archives to celebrate and educate people about Sylvan Lake's history.

6.6.3. Policies

- a. Where possible, the Town should protect heritage resources in order to preserve their character and historical significance to the Town.
- b. The Town should undertake a heritage building inventory to identify any buildings of historical significance and based on the findings, consider developing a heritage management plan.
- c. Encourage owners of historically significant buildings to make application to Alberta Community Development for provincial designation under the Alberta Historical Resources Act.
- d. Ensure through provisions in the Land Use

Bylaw that infill developments, renovations, and additions to existing buildings respect the historical nature of adjacent properties.

- e. Developments on properties adjacent to heritage buildings should respect their heritage and built form. This can be accomplished by developing buildings that respect the scale of the heritage buildings and do not cast prolonged shadows onto the buildings.
- f. Where protection of heritage resources is not possible, the Town shall work with property owners and developers, to the greatest extent possible, to protect key building elements or to integrate aspects of heritage buildings into the redevelopment of the site. This may also include the placement of historical plaques or markers that are publicly visible to denote the significance of the property.





Neighbourhood Areas

The Waterfront Commercial Area is the retail and service centre of town and features an eclectic mixture of uses that accommodate both resident and visitor needs.

7. Neighbourhood Areas

7.1. Waterfront Commercial Area

The Waterfront Commercial Area is the retail and service centre of town and features an eclectic mixture of uses that accommodate both resident and visitor needs. Densities in the Waterfront Commercial Area, however, are currently quite low, which means land and municipal services are not being used efficiently.

A number of commercial businesses are located on the south side of Lakeshore Drive. These properties provide opportunities for redevelopment and mixed-use intensification over time. With the reconstruction of Lakeshore Drive and enhancement of the pedestrian environment an active pedestrian streetscape has been created. Ground-floor retail uses, active storefront spill out, and vibrancy in this area are important to maintain activity throughout the year.

Two other streets - 46 and 50 Streets - have the potential to function as attractive pedestrian streets that provide linkages to waterfront amenities, but currently see a lack of vibrancy, which can be seen through the need for

streetscaping and façade improvements. As the area revitalizes it is expected that 50 Street will be reinforced as the main north-south commercial spine of the Waterfront area with 46 Street also having strong pedestrian realm supported by retail at grade and a mix of uses above street level.

7.1.1. Goal

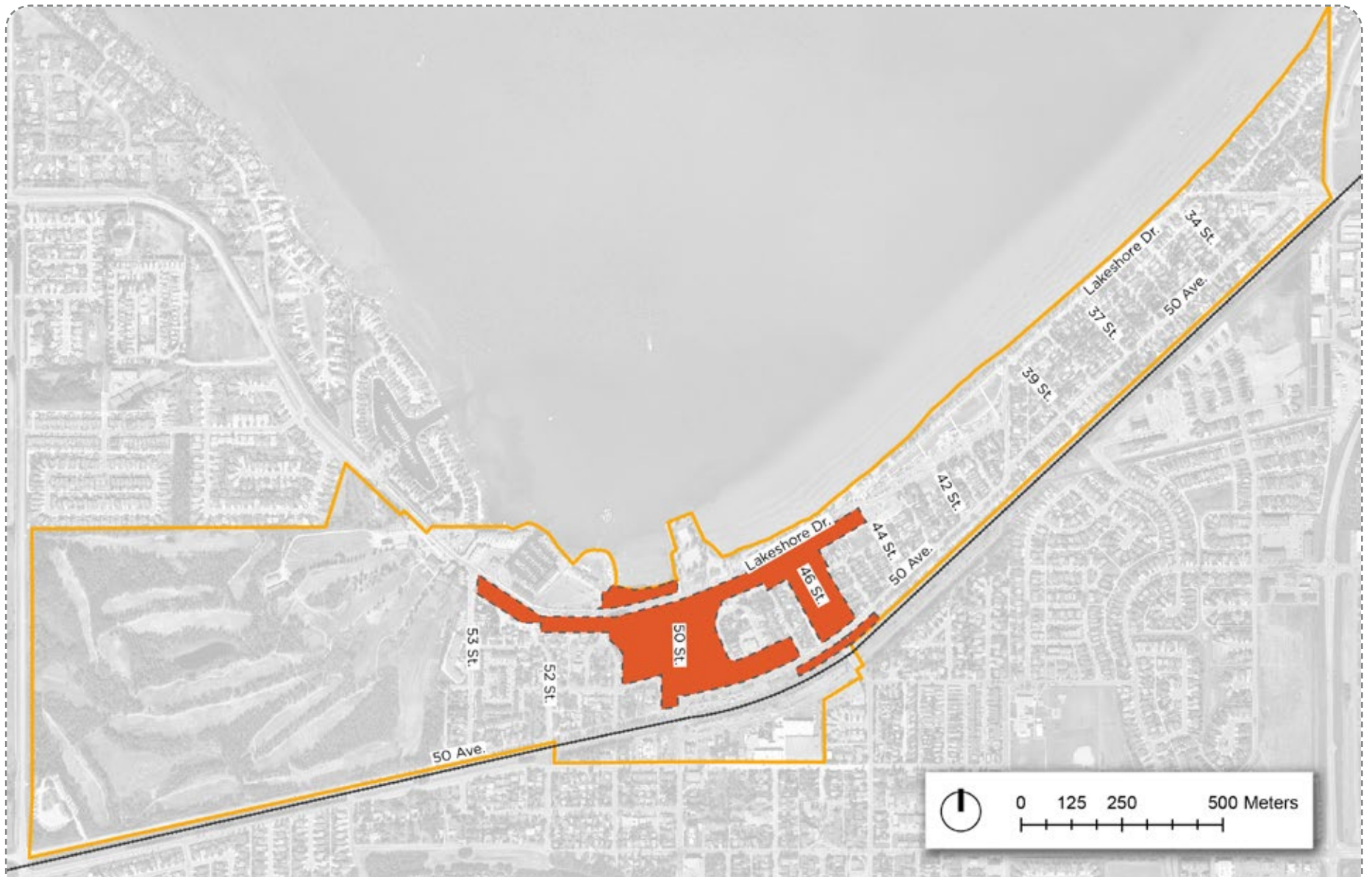
Promote mixed-use development that encourages year-round activity and offers a wide variety of commercial opportunities for tourists and local residents.

7.1.2. Objectives

- a. Increase the density of the area to use land efficiently and contend with increasingly high land values.
- b. Encourage a greater diversity of businesses in the Waterfront Commercial Area.
- c. Establish 50 and 46 Street as key commercial corridors.
- d. Provide a high-quality pedestrian environment.
- e. Increase the residential population living in the area.

7.1.3. Land Use

- a. This area shall be comprised of hotel, office, residential, entertainment, restaurant, specialty retail and cultural uses, as well as above grade, mixed use residential.
- b. New stand-alone, single use commercial buildings are prohibited in the area.
- c. New development should incorporate a mix of uses into buildings. Retail or commercial uses should be required for ground floors.
- d. Residential uses shall not be allowed on ground floors, but should be encouraged to be on all floors above the ground floor.
- e. Consider hotel and office uses above ground-level.
- f. Ground level uses should contribute to the pedestrian and public realm by being active during the day and evening.
- g. Large format retail development should blend into the urban context by incorporating smaller retail bays with usable entrances that front onto the street.
- h. Encourage and permit larger-scale conference and hotel facilities to be located on the south side of Lakeshore Drive.



Map 8: Waterfront Commercial Area

7.1.4. Height and Coverage

- a. Development shall be limited to a maximum of four storeys.
- b. Development north of Lakeshore Drive shall be limited to a maximum of 3 storeys.
- c. Consideration may be given for a hotel and/or conference centre that exceeds the maximum height of four storeys.

7.1.5. Frontage and Articulation

- a. Encourage retail and commercial uses to establish patios and outdoor areas where sidewalk widths allow.
- b. Buildings should be oriented to maximize solar penetration and avoid adverse microclimatic effects related to wind and shadowing on and off the site.
- c. Buildings should suggest a pattern of individually owned shops with narrow frontages (7-15 m) and individual entrances.
- d. Developments that abut or face onto a lane that has been identified for laneway upgrades as per Map 6: Proposed Alley Conversions shall provide active uses that front onto the lane.
- e. Developments that abut or face onto a lane that has been identified for laneway upgrades

as per Map 6: Proposed Alley Conversions shall have similar design standards for the sides facing the lane as at the front of the building.

- f. Commercial and mixed-use developments should be encouraged to have mid-block mews to accommodate pedestrian circulation.
- g. Onsite storage of goods, waste materials, or other similar objects shall be screened from the view of pedestrians and adjacent sites.

7.1.6. Step-Backs

- a. Wherever possible, building heights should be taller on the south portion of the lot and stepdown as they move toward the lake, with the intent of maximizing views of the lake.

7.1.7. Parking and Access

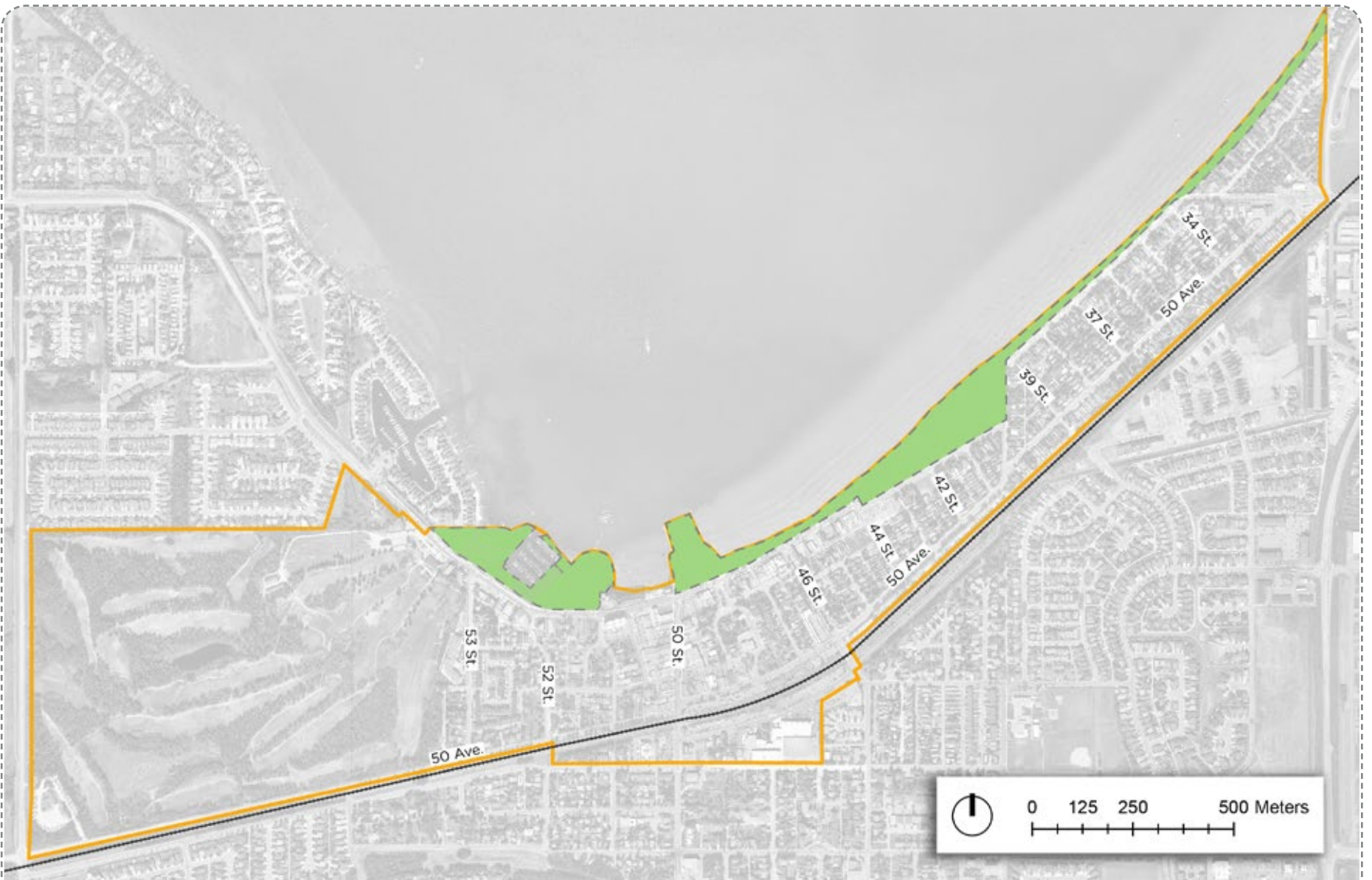
- a. All vehicular access shall be taken from the rear of the building unless the site does not allow for rear access.
- b. Parking is encouraged to be located below grade. Where parking cannot be provided below grade, it shall be adequately screened and provided at the rear of buildings.
- c. Relaxations to vehicle parking requirements shall be considered where it can be

demonstrated that parking reductions assist in creating pedestrian-oriented and human scale redevelopment projects. Where parking requirements cannot be met on-site, consideration may also be given for the collection of cash-in-lieu of outstanding parking stalls.

- d. Shared parking strategies shall be considered where it can be demonstrated that there is ample capacity to accommodate peak time parking demand for each of the land uses to be included in the shared parking strategy.

7.2. Water's Edge Area

This area is comprised of lands that front onto the lake, including all public spaces and parks north of Lakeshore Drive. It provides key recreation opportunities for both residents and visitors to the area as well as key social and gathering areas. Careful consideration needs to be given to the redevelopment of Lakefront Park as it is a large site with access to the water and significant potential to develop as a destination and community hub. This area also contains the marina, which has one of only two publicly accessible boat launches onto the entire lake. In this area, it is important to



Map 9: Water's Edge Area

provide recreation and amenities, as well as access to the lake for all.

7.2.1. Goal

To offer a variety of recreational opportunities, open spaces, and key gathering spaces promoting year-round economic development and tourism.

7.2.2. Objectives

- a. Further develop the beachfront and surrounding open spaces as one of Alberta's premier beach experiences.
- b. Support economic development opportunities for the Town.
- c. Protect and enhance the quality of the natural environment.
- d. Create vibrant gathering and social spaces that can be utilized and enjoyed throughout the year.
- e. Enhance barrier-free public access to the lake.
- f. Increase public access to the marina.

7.2.3. Land Use

- a. Develop a conceptual plan and design for Lakefront Park.
- b. Investigate the feasibility of increasing public accessibility to the marina.

7.2.4. Height and Coverage

- a. Development shall be limited to a maximum of three storeys.
- b. Areas identified by the Town as park space shall not allow for buildings to be a height greater than two storeys and with careful consideration of lake viewshed.
- c. Consideration may be given for developments on Lakefront Park that exceed the maximum height of three storeys, based on the merits of the proposed development.

7.2.5. Frontage and Articulation

- a. Buildings should be oriented to maximize solar penetration and avoid adverse microclimatic effects related to wind and shadowing on and off the site.

7.2.6. Step-Backs

- a. The step-back distance shall be set so that the building does not cast shadows onto the lake between the hours of 10 am and 2 pm on days between the spring and fall equinoxes. For the purposes of the shadow study, the marina should not be calculated as a part of the lake.

7.2.7. Parking and Access

- a. Parking minimums shall be in accordance with the Land Use Bylaw, but consideration for parking relaxations should be given on a site-specific basis to accommodate for the unique nature of the area and any related site constraints. Where parking requirements cannot be met on-site, consideration may also be given for the collection of cash-in-lieu of outstanding parking stalls.
- b. If provided, on site parking is required to be located below grade or screened within the building podium unless alternate off-site parking can be arranged.
- c. Shared parking strategies shall be considered where it can be demonstrated that there is

ample capacity to accommodate peak time parking demand for each of the land uses to be included in the shared parking strategy.

7.3. West Village Area

The West Village Area contains a mixture of housing types ranging from lower density single-family detached housing to row houses and apartment blocks. It is currently and planned to continue to be the area of greatest residential density in the REIMAGINE SYLVAN area. New development is envisioned to include townhouses, apartment blocks, and condominiums. The area provides easy access to the commercial areas and amenities provided in the Waterfront Commercial Area, but could see improved walkability through sidewalk and lighting enhancements.

7.3.1. Goal

Create a strong neighbourhood identity.

7.3.2. Objectives

- a. Increase the residential density of the neighbourhood.

- b. Support diverse residential developments to accommodate different ages, income levels, and lifestyles.

7.3.3. General Policies

- a. Encourage placemaking in the neighbourhood through tactics such as: street light banners, landscaping, site furniture, and signage. These elements should be used to give West Village Area a distinct look and feel.
- b. Residential projects are encouraged to accommodate different ages, income levels, and lifestyles.
- c. Support the development of seniors-specific housing in the area.

7.3.4. Land Use

- a. Development in the West Village Area will accommodate a range of housing types including row housing, stacked row housing, and apartments.
- b. Live-work developments should be allowed.

7.3.5. Height and Coverage

- a. Development shall have a two storey minimum and four storey maximum.

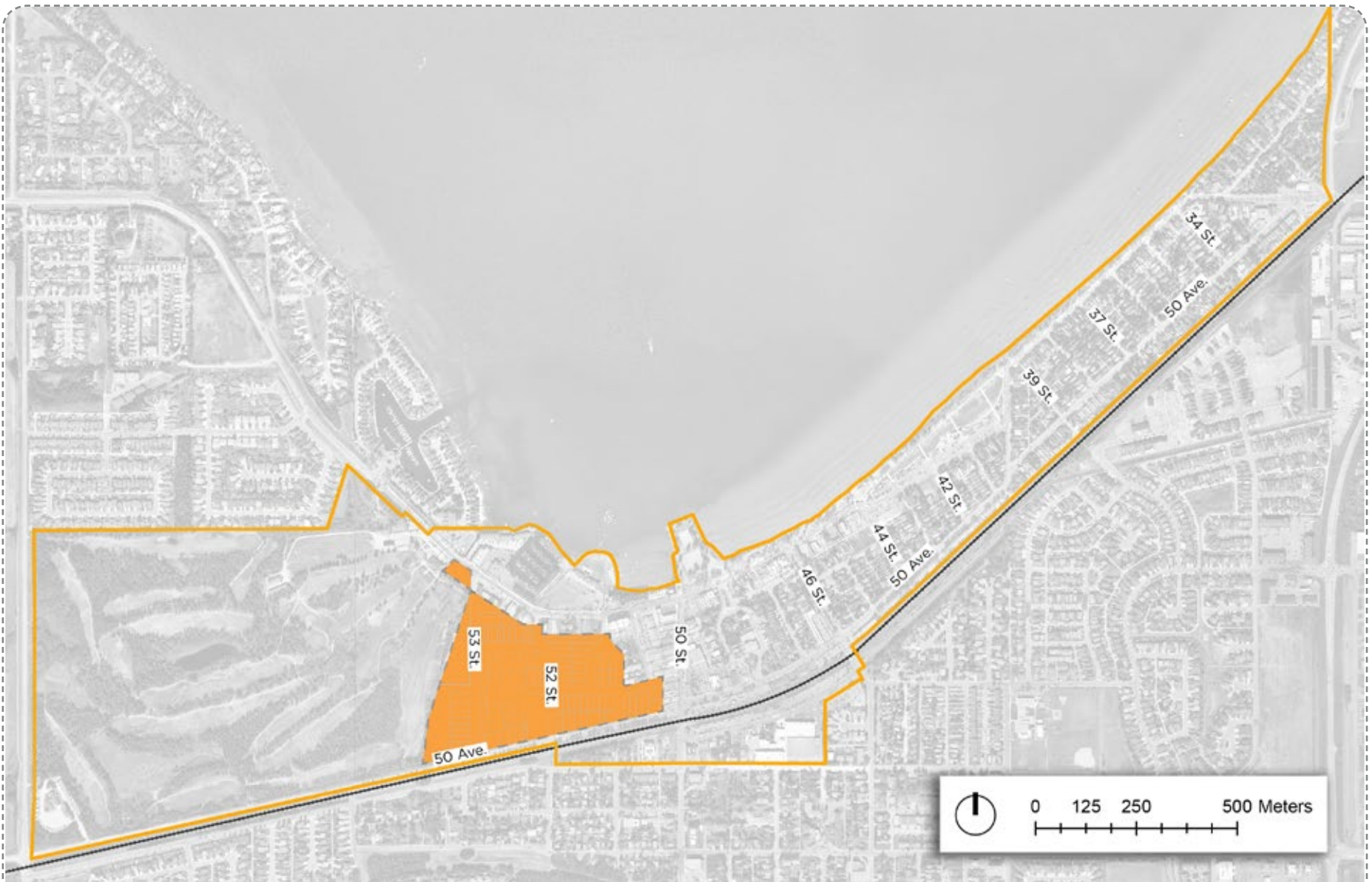
- b. Consideration will be given for increasing building heights to six storeys if it can be demonstrated that the development provides an appropriate community benefit. The development can provide community benefit through the provision of affordable housing contributions or community amenity contributions.
- c. Further subdivision in the area will only be supported where the subdivision is consistent with achieving the goals and objectives of this plan.

7.3.6. Frontage and Articulation

- a. Development shall be oriented toward the primary street that it fronts onto.
- b. At-grade residential units that front a public or private sidewalk are encouraged to have individual entrances that provide direct access into the units.

7.3.7. Step-Backs

- a. Step backs are encouraged to be used for private amenity spaces such as balconies.
- b. Buildings above four storeys shall provide



Map 10: West Village Area

step-backs of upper storeys to provide light to the street and maintain a human-scaled built environment.

7.3.8. Parking and Access

- a. Vehicular access should be from the rear whenever possible to maintain pedestrian-friendly environments along streets.
- b. Below grade parking is encouraged. Where parking cannot be provided below grade, it shall be adequately screened and provided at the rear of buildings. Where parking requirements cannot be met on-site, consideration may also be given for the collection of cash-in-lieu of outstanding parking stalls.
- c. Visitor parking should be accommodated with surface or underground stalls accessed from a lane.
- d. As streets require infrastructure improvements, they shall be designed and developed to include sidewalks on both side of streets. Sidewalks shall meet the Town's minimum public realm standards, and are encouraged to exceed these standards.
- e. Assess the potential to create multi-use

- pathway connections through the area through the provision of widened sidewalks with trail markings.
- f. Relaxations to vehicle parking requirements shall be considered where it can be demonstrated that parking reductions assist in creating pedestrian-oriented and human scale redevelopment projects.
 - g. Shared parking strategies shall be considered where it can be demonstrated that there is ample capacity to accommodate peak time parking demand for each of the land uses to be included in the shared parking strategy.

7.4. Central Residential Area

The Central Residential area provides a transition from the Cottage Area to the Waterfront Commercial Area. It includes residences between 40 and 50 Street. As development progresses, the area will allow for increased density and more fulltime residents in the Waterfront area. It also encourages live-work spaces to allow for more flexibility in housing choice, as well to foster more activity and local business in the area

7.4.1. Goal

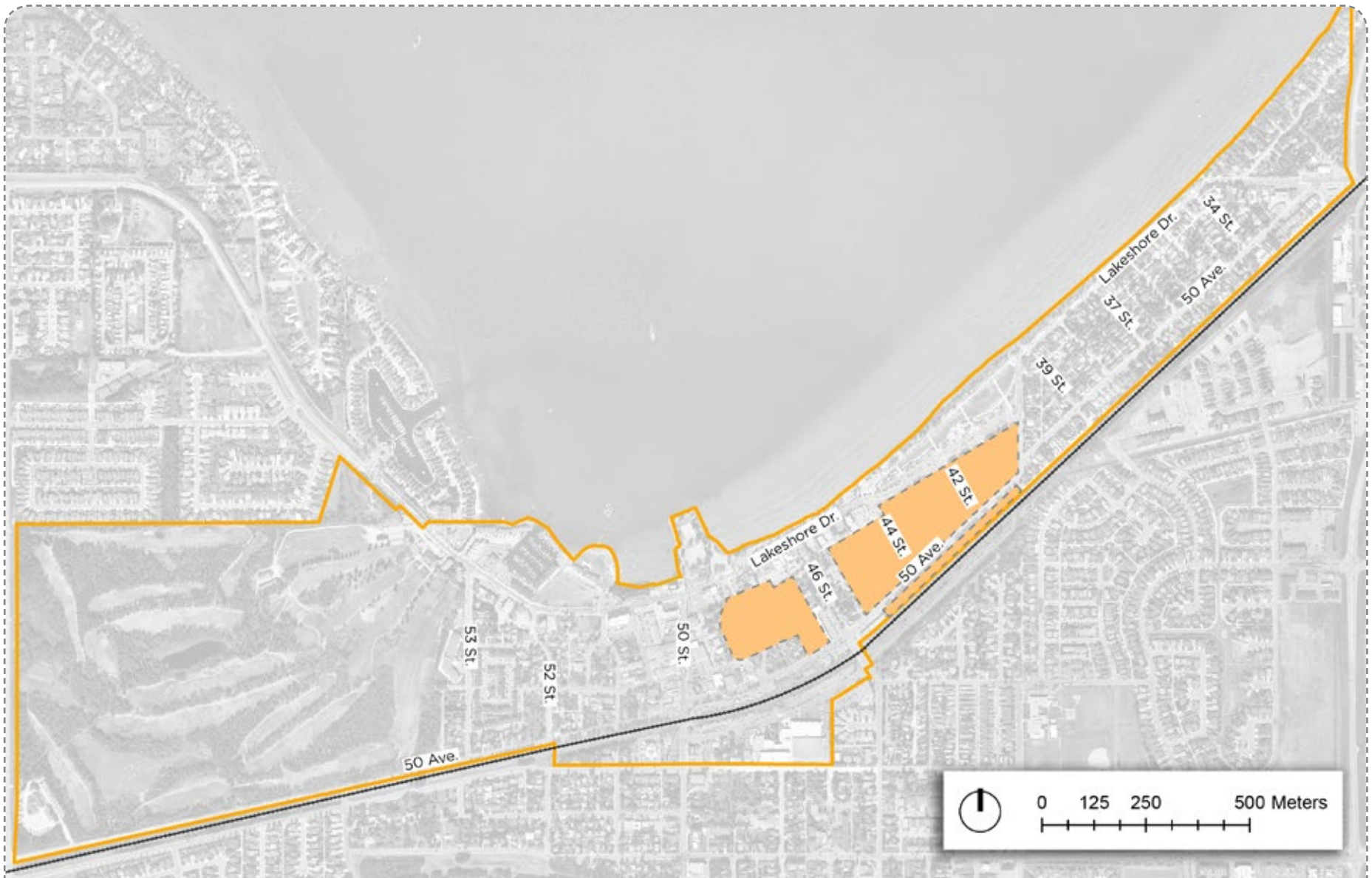
To develop the Central Residential Area as a highly walkable area that promotes residential intensification of the area and provides new housing options.

7.4.2. Objectives

- a. To ensure that new development provides a transition between the Cottage Area and the Waterfront Commercial Area.
- b. To accommodate and encourage live-work units.
- c. To increase the residential density of the area.

7.4.3. Land Use

- a. Redevelopment in the area will accommodate a range of housing forms including row houses, semi-detached dwellings, and single-family dwellings.
- b. Encourage live-work land uses in this area, particularly on lots fronting Lakeshore Drive.
- c. No commercial land uses should be allowed in this area.



Map 11: Central Residential Area

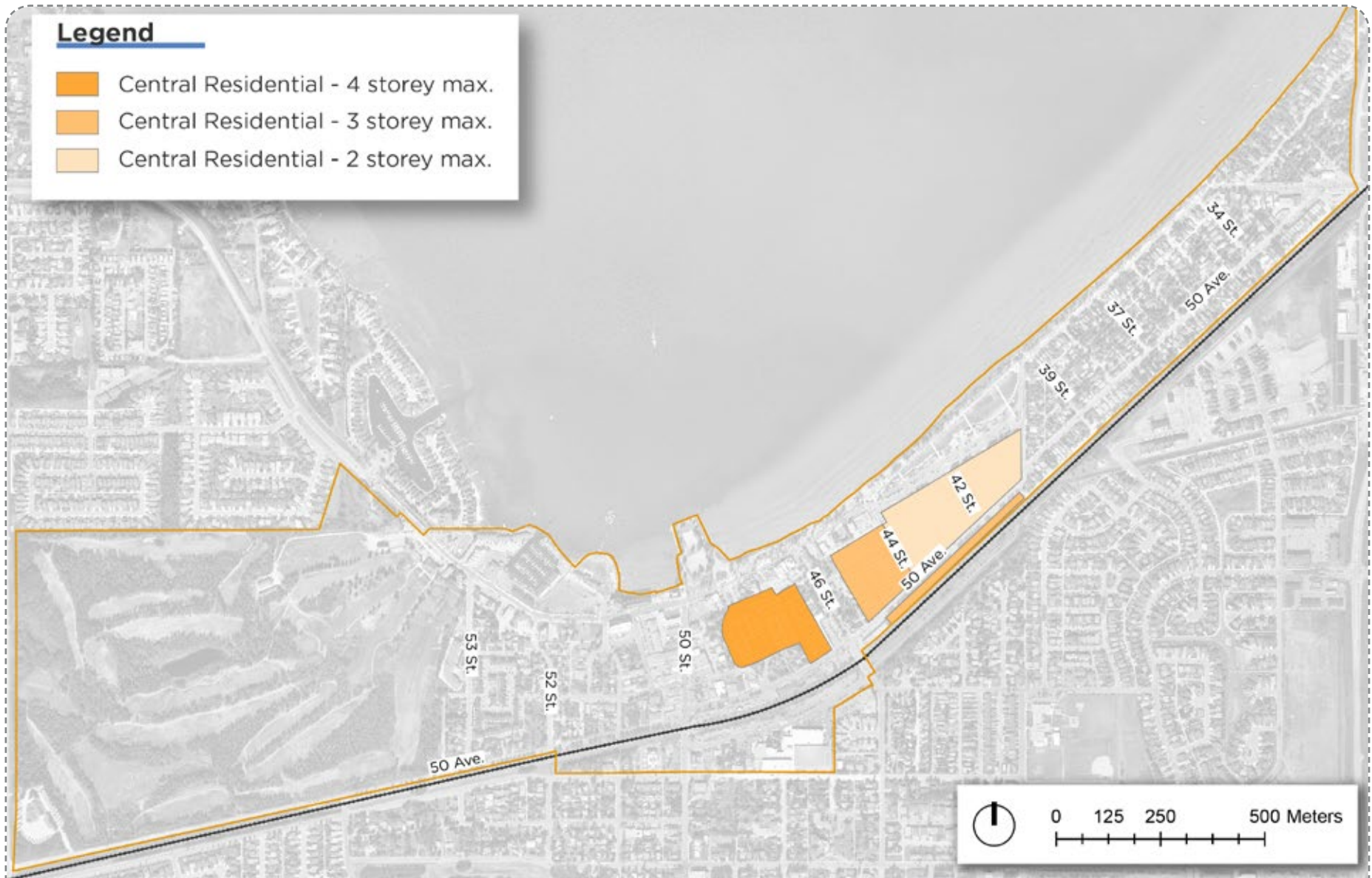


Figure 31: Central Residential Area Maximum Building Heights

7.4.4. Height and Coverage

- a. Development shall be limited to a maximum of two storeys for buildings east of 44 Street, as indicated in Figure 31: Central Residential Area Maximum Building Heights with the exception of developments that front onto Lakeshore Drive, which shall be limited to a maximum of three storeys.
- b. Development shall be limited to a maximum of three storeys for buildings between 44 and 46 Street, as indicated in Figure 31: Central Residential Area Maximum Building Heights.
- c. Development shall be limited to a maximum of four storeys for buildings west of 46 Street, as indicated in Figure 31: Central Residential Area Maximum Building Heights.

7.4.5. Frontage and Articulation

- a. Development shall be oriented toward the primary street that it fronts onto.
- b. At-grade residential units that front a public or private sidewalk should have individual entrances that provide direct access into the units.

7.4.6. Step-Backs

- a. Step-backs are encouraged to be used for private amenity spaces such as balconies.

7.4.7. Parking and Access

- a. Vehicular access should be from the rear whenever possible to maintain a pedestrian-friendly street environment.
- b. For properties located east of 44th Street, vehicular parking and garages will be encouraged to face and be accessed from the lane, where a laneway is provided.
- c. For properties located west of 44th Street, vehicular access and parking shall be accessed from the laneway, where a laneway is provided.
- d. Parcels fronting onto Lakeshore Drive shall be accessed from the laneway and no vehicular access, parking or garages shall be permitted in the front yard.

7.5. Cottage Area

The Cottage Area is characterized by a mixture of small, older traditional cottage-style cabins, many sited on narrow lots, and newly constructed residential infill development ranging from one to two storeys. During consultation activities,

stakeholders expressed a desire to retain the low-density housing forms, maintain the mature trees, and promote natural vegetation in the area.

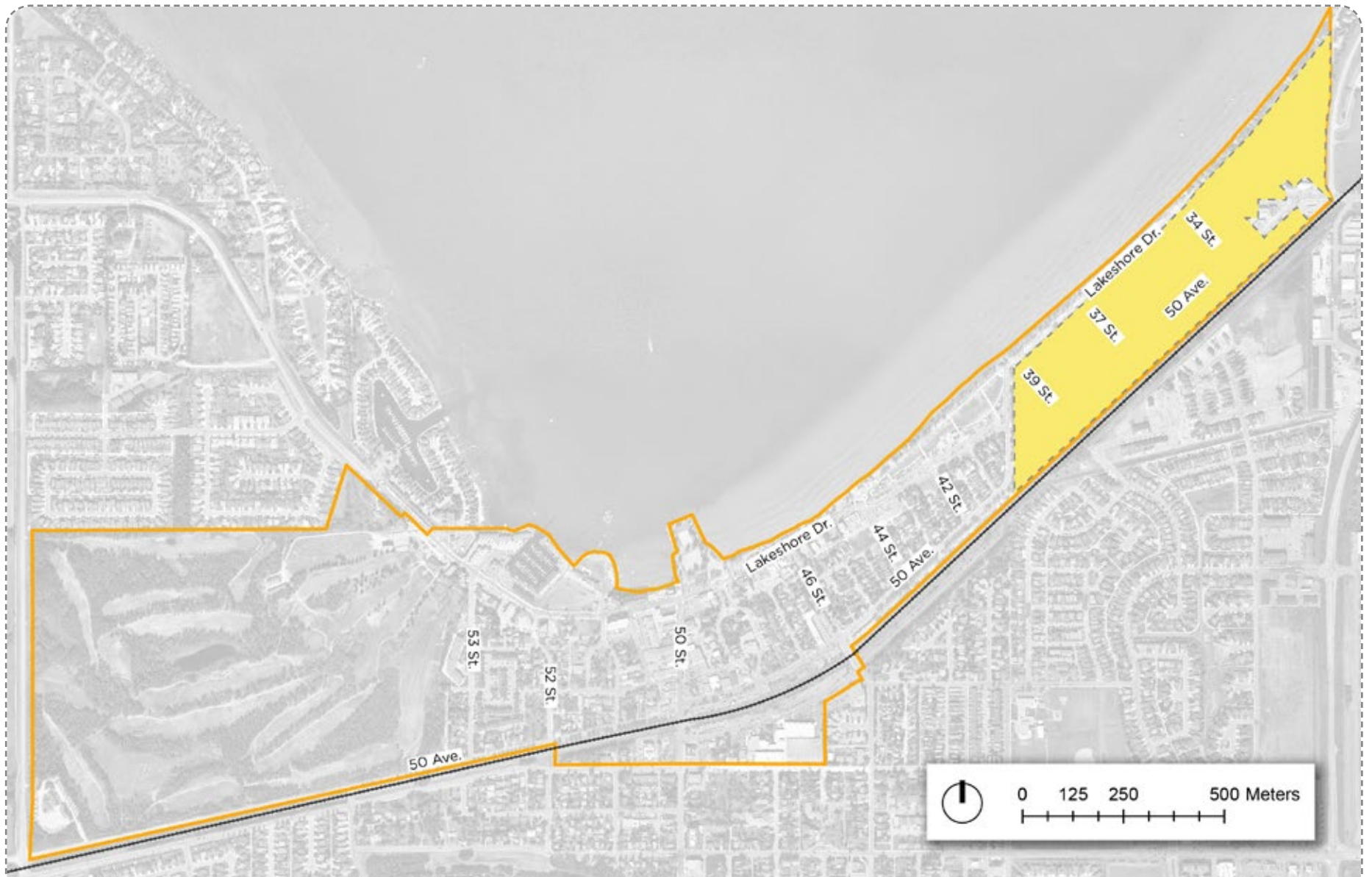
There is currently encroachment occurring from private residences onto public roadways and right-of-ways. This situation has occurred overtime, resulting from limited enforcement and private land owners developing landscaping and parking within the road right-of-way. As infrastructure improvements and upgrading to Cottage Area streets occur, encroachment issues will need to be addressed.

7.5.1. Goal

Steward the unique character of the Cottage Area.

7.5.2. Objectives

- a. Support the unique character of the area including the diversity of housing forms.
- b. Maintain mature trees in the Cottage Area.
- c. Utilize natural vegetation to manage water runoff.
- d. Increase pedestrian safety on streets in the area.



Map 12: Cottage Area

7.5.3. General Policies

- a. Infill development should enhance the streetscape, including the retention of healthy mature trees and natural vegetation where appropriate.
- b. Utility right-of-ways and encroachment shall be identified and remedied through infrastructure and building redevelopment processes.

7.5.4. Land Use

- a. Maintain the feel and built form of the Area. The area includes both traditional cottages and newer infill buildings. Going forward, a mix of the building styles is desired that delicately blends them together.
- b. Support construction of single-family detached dwellings as infill on vacant or underutilized parcels of land in the Cottage Area , provided due regard is given to the following:
 - i. continuity of nearby streetscape and lot patterns;
 - ii. compatibility with surrounding land uses;
 - iii. appropriate landscaping, provision of parking, and locating and preservation of existing vegetation;

- iv. adequate infrastructure capacity, including stormwater drainage; and
- v. traffic impact.

7.5.5. Height and Coverage

- a. Development shall be limited to a maximum of two storeys.

7.5.6. Frontage and Articulation

- a. Buildings on corner lots should be designed to front both streets to encourage more welcoming environments and increase the visibility of intersections.

7.5.7. Step-Backs

- a. Balconies are encouraged to be integrated with developments, and shall not extend beyond the front property line.

7.5.8. Parking and Access

- a. Where laneways are provided, vehicular parking and garages will be encouraged to face and be accessed from the lane.
- b. Parcels fronting onto Lakeshore Drive shall be accessed from the laneway and no vehicular

access, parking, or garages shall be permitted in the front yard, unless it can be sufficiently proven that rear access is not a feasible option on a site by site basis.

7.6. Highway Commercial Area

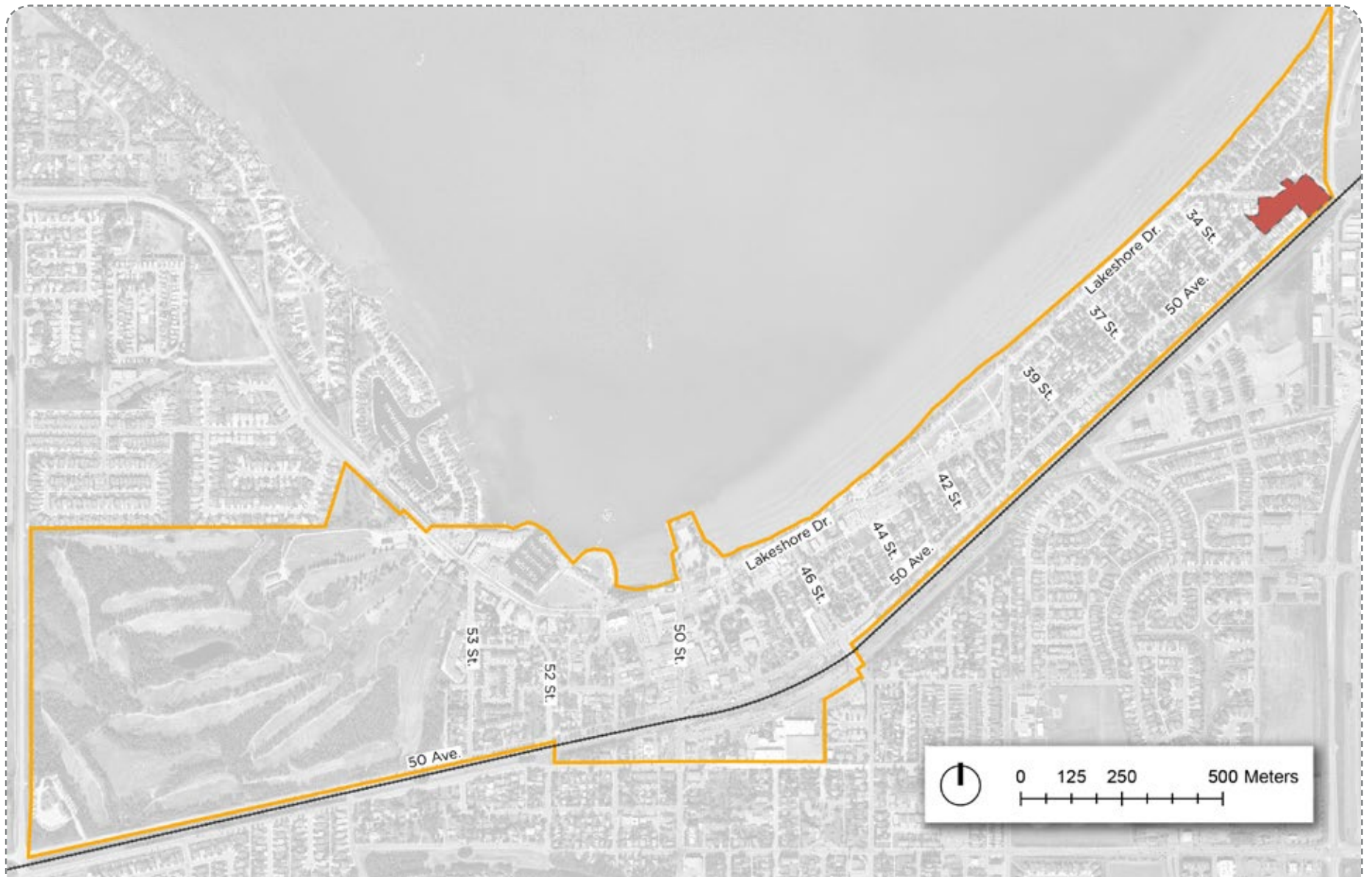
The Highway Commercial Area is characterized by highway commercial uses at the eastern gateway of Lakeshore Drive (Highway 11A and 50 Avenue). Opportunities exist for redevelopment and intensification of some of the sites. Improved landscaping and a major gateway feature would improve this major entry to Sylvan Lake.

7.6.1. Goal

Create a major gateway to the Waterfront, and accommodate auto-oriented retail and service areas that benefit from the exposure of large volumes of traffic.

7.6.2. Objectives

- a. To develop the area as a welcoming gateway and service centre for the Waterfront area.



Map 13: Highway Commercial Area

7.6.3. Land Use

- a. Enhance landscaping, gateway, and wayfinding features to welcome tourists.
- b. Accessory buildings shall aesthetically complement the principal buildings.

7.6.4. Height and Coverage

- a. Development shall be limited to a maximum of three storeys.

7.6.5. Frontage and Articulation

- a. Where possible, buildings should front onto Lakeshore Drive to encourage a pedestrian environment.

7.6.6. Parking and Access

- a. When designing parking lots, several small parking lots spread throughout the site are preferable over large expansive parking lots.
- b. Surface parking lots shall be properly screened, landscaped, drained, and lighted.

7.7. Waterfront South Area

The Waterfront South Area contains the NexSource Centre, the Municipal Government Building, as well as limited commercial and residential uses. It is connected to the rest of the study area via 50 Street, which crosses the rail tracks. Within this area, the NexSource Centre provides key indoor recreation facilities for all ages as well as the Seniors Centre.

7.7.1. Goal

To reinforce the area as a hub for indoor recreation and civic land uses, with residential uses west of 50 Street.

7.7.2. Objectives

- a. To provide key recreation and municipal facilities.
- b. To increase connectivity across the CN Rail tracks to the northern sections of the Waterfront.

7.7.3. General Policies

- a. Pedestrian and cycling connections from 50 Street and across the railway tracks should be strengthened to provide increased connectivity to the rest of the REIMAGINE SYLVAN area and lessen vehicular dependence.

7.7.4. Land Use

- a. Maintain and enhance the existing civic and recreational uses of the area.
- b. Continue to support commercial uses on key intersections to draw people and businesses south of the railway.
- c. Encourage the development of seniors housing or appropriate residential in the area.
- d. Amend the Land Use Bylaw to redistrict the residential area (west of the Municipal Building) to an existing residential district that reflects adjacent land uses.

8.1.1. Height and Coverage

- a. Development should be limited to a maximum of four storeys for the area from the Municipal Building and eastward. Additional height may be considered on a case by case basis.



Map 14: Waterfront South Area



Map 15: Golf Course Area

- b. Development should be limited to a maximum of three storeys for the residential area west of the Municipal Building.

7.7.5. Parking and Access

- a. When designing parking lots, several small parking lots spread throughout the site are preferable over large expansive parking lots.

7.8. Golf Course Area

The Golf Course Area currently hosts the Sylvan Lake Golf and Country Club. While there are currently no plans for the golf course to move, if by chance it does, the area is seen to remain largely park space with Golf Course Creek serving an important role in cleaning and filtering runoff before it enters the lake. Other parts of the area could be used as a campground and to provide additional residential development, similar in density to the West Village Area. Further planning and design work would need to be completed before development could proceed in this area.

7.8.1. Goal

To sustain the area as a key piece of recreational and environmental infrastructure.

7.8.2. Objectives

- a. Maintain and protect the treed and natural areas that exist in the area.

7.8.3. Land Use

- a. If the Golf Course has development proposals, review the potential to add new residential units, a hotel, and a campground while maintaining the treed areas as natural/park space and protecting and/or enhancing the environmental qualities of Golf Course Creek.
- b. An outline plan shall be required prior to the Town considering redesignation of any parts of the area.
- c. Any new development within the Golf Course Area is required to integrate sustainability components such as green building and site design to minimize impacts on the surrounding environment.

- d. When considering the redevelopment of the site, careful consideration needs to be taken to ensure that existing natural features and environmentally significant areas are preserved and enhanced. Any new development shall preserve the highly ranked ESA areas identified in the Natural Areas Management Plan.
- e. Explore the benefits of mandating an environmental planning checklist requirement for the Golf Course Area to determine if greater levels of environmental planning and assessment are required for development applications.



Sustainability Indicators

REIMAGINE SYLVAN builds on the Town of Sylvan Lake's sustainability efforts by planning for all aspects of the community. Indicators specific to the goals and objectives in the plan have been identified and will show where the Plan has successfully been implemented, and what areas require more attention moving forward.

8. Sustainability Indicators

8.1. Indicator Overview

REIMAGINE SYLVAN builds on the Town of Sylvan Lake's sustainability efforts by planning for all aspects of the community. Indicators specific to the goals and objectives in the plan have been identified and will show where the Plan has successfully been implemented, and what areas require more attention moving forward.

To monitor the implementation and success of the Plan, a baseline needs to be established for the present-day conditions, targets created, and subsequent regular reporting will monitor overall performance. The indicators are intentionally based on the Municipal Sustainability Plan indicators to enable efficient data collection and analysis, and to provide opportunities to compare the Waterfront to the Town as a whole.

8.2. Indicators

Healthy Environment

Water Quality and Nutrient Levels

Continue to work collaboratively with Alberta

Environment and Parks to schedule monitoring and sampling for the water quality of the lake. In addition, developing a protocol and schedule for monitoring the water quality of the water entering the lake from Golf Course Creek would assist in understanding the water quality challenges specific to this important tributary. Evaluating the water quality of the lake will look at the overall health, while focusing on Golf Course Creek will gauge changes in the quality of runoff from the Waterfront as well as other areas within the Creek's watershed.

Urban Tree Canopy and Number of Trees in Waterfront

Increasing the overall tree canopy in the Waterfront area will help to sequester greenhouse gases in the area, moderate the local climate, and provide more pleasant outdoor spaces. A street tree and public space tree inventory is recommended to establish a baseline. New developments and public revitalization projects should be encouraged to plant trees and introduce green infrastructure to the area.

Number of PACE Applications

As the Town enables a PACE (Property Assessed Clean Energy) program, the number of applications will be a strong metric for the amount of home/building owners that are looking to increase the sustainability on their property.

Protection of Highly Rated Environmentally Significant Areas

Several highly ranked environmentally significant areas (ESA) are included within the REIMAGINE SYLVAN area, including Golf Course Creek, which is one of the most important natural areas within the Town. The ESAs provide important functions including, water filtration and cleansing, animal corridors and habitat, and ecosystem biodiversity. Establishing the number of hectares of ESA as identified in the Town's Natural Areas Management Plan, will be utilized as a baseline. Policies in the plan aim to strengthen the Town's ability to protect and enhance these important features and ensure that future development is sensitive to the environment and context around it.

Indicator	Measure	Data Source
Healthy Environment		
Water Quality and Nutrient Levels	Phosphorus and nitrogen nutrient loading	Storm Water Master Plan
Urban Tree Canopy	Number of trees in public spaces	Commissioned Tree Survey or Town Urban Forestry Register
PACE Applications	Number of PACE applications	Planning and Development
Protection of Highly Rated Environmentally Significant Areas	Hectares of highly rated environmentally significant areas	Planning and Development
Community Well-being		
Number of Events	Number of events in peak, shoulder, and winter seasons	Community Services
Universal Accessibility Review	Universal Accessibility Rating	Universal Accessibility Review
Affordable Housing Units	Number of new affordable housing units Affordable housing contributions (cash contributions)	Planning and Development
Public Art	Number of new public art installations	Community Services
Economic Resiliency		
Diversity of Business Sectors	Number of business sectors	Business and Development / Chamber of Commerce
Year-round hotel occupancy	Percentage of rooms occupied in peak, shoulder, and winter seasons	Local hotel booking information
Area Commercial Vacancy Rate	Commercial Vacancies	Economic Development Reporting
Smart Growth		
Number of New Residential Units	Approved building permits	Planning and Development
Density	Gross Density	Planning and Development
Bicycle Infrastructure	Total metres of bicycle lanes and trails Number of new bike racks installed	Parks/Planning and Development/Public Works

Community Well-Being

Number of Events

The number of events happening in the Waterfront area is a proxy for number of people participating in the events. As it is often difficult to monitor the number of event participants, particularly for outdoor programming, it is recommended that the Town monitor the overall number of events in the Waterfront. As this Plan works to create more year-round activation, events should be monitored by season with attention paid to increasing the amount of, and participation in, winter and shoulder season events.

Universal Accessibility Review

A universal accessibility review is recommended for municipal lands in the Waterfront area. This will act to establish a baseline of universal access, as well as highlight ways that the Town can work to improve accessibility throughout the area. The audit should establish and use a method that can easily be replicated. Actively work to increase the overall accessibility of the Waterfront and complete the audit again within five years or less to monitor changes.

Affordable Housing

Providing a range of housing types, with some units below market value, is seen as a way to increase community equity and to allow for people with varying levels of income to live in the Waterfront. The number of new affordable units built in the Waterfront or new developments contributing affordable housing contributions will be used as the metric to evaluate changes.

Public Art

Public art is an important component in creating a sense of place and making the community memorable. Celebrating what the community is, including the history and culture, can be done through the integration of public art into the built environment. Tracking the number of public art installations and contributions to the community public art fund will be utilized as a metric to track and celebrate art inclusion.

Economic Resiliency

Diversity of Business Sectors

This Plan works to create a greater diversity of businesses in the Waterfront area. One way to

monitor business diversification is to look at the number of business sectors present in the area. Documenting the existing sectors will establish a firm baseline that can easily be measured against in future studies.

Year-round Hotel Occupancy

The Municipal Sustainability Plan has a goal of increasing the overall branded hotel occupancy to 65%. A baseline of hotel occupancies should be established that notes the occupancy rates in the peak, shoulder, and winter seasons. This will allow for a deeper understanding of when hotel occupancies are changing, and what parts of the year need more attention to increase visitation numbers to continue growing the year-round tourism market in Sylvan Lake.

Area Vacancy Rate

The Municipal Sustainability Plan aims to reduce the vacancy rate in the Waterfront Commercial Area to less than 15% by 2028. The Waterfront Commercial Area is generally defined as the Waterfront Commercial Area in this Plan. For the purposes of the monitoring of this Plan, and evaluating the effectiveness of its policies, it is

suggested that the Town look at the vacancy rate of the Waterfront Commercial Area, establish a baseline vacancy rate, and regularly evaluate changes to the indicator.

Smart Growth

Number of New Residential Units

Increasing the number of full-time residents is seen as important in creating a more active and vibrant area. Having a larger number of area residents will also help to support local businesses. It is recommended that the Town regularly review the number of residential units in the area, as well as the housing mix, working to ensure that there is a diversity of housing types offered in the Waterfront area.

Density

Adding new density to key parts of the Waterfront such as the West Village, Central Residential, and Waterfront Commercial Areas is important for increasing the walkability and sustainability of the area. Increasing density is seen to reduce the amount of land that is being converted from greenfield to developed areas on the Town's

periphery. It is also seen to reduce the amount of car dependency and resulting greenhouse gas emissions as people can fulfil their daily needs without having to drive. It is recommended that gross density calculations are used to evaluate the overall density of the Waterfront area, and that metrics also show the gross density of the various neighbourhoods in the REIMAGINE SYLVAN area. Using this type of density calculation allows the Town to easily establish a baseline of density, as well as to clearly compare changes over time.

Bicycle Infrastructure

As complete streets are developed and new trails built, the total amount of bicycle infrastructure will be a strong metric to indicate how viable active transportation is in the area. The metric could should look at the total amount of bicycle lanes and trails, and use targets to continue implementing more cycling and active transportation infrastructure.



Implementation Policies and Timeline

Realizing the vision of **REIMAGINE SYLVAN** requires key enabling actions to be taken. This section outlines the enabling policies and actions required for the plan's success in the next 5-10 years.

Short Term Implementation Items (0-3 years)

Action: Update Land Use Bylaw: Land Use Areas

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Review the Land Use Bylaw to align with the development expectations set out in **REIMAGINE SYLVAN**.
-

Action: Update Land Use Bylaw: Authority of Development Officers

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. The Town should modify the Land Use Bylaw to provide greater ability for the Development Officer to act as Development Authority for districts within the plan area.
-

Action: Remove Direct Control Districts

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Re-designate all Direct Control (DC-1) and Lakefront Direct Control land use districts (L-DC and W-DC) to standardized land use designations as they best fit with the neighbourhood areas outlined in **REIMAGINE SYLVAN**.

Action: Identify Encroachment on Utility Right-of Ways

Lead Department: Public Works

Additional Resources Required? No

KEY STEPS:

- a. Identify waterfront lands where buildings are encroaching on utility corridors and right-of-ways. Develop plans and instruments to claim the right-of-ways as redevelopment of the identified lands redevelop.
-

Action: Property Assessed Clean Energy (PACE) Bylaw

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Adopt a PACE bylaw that enables property owners to make clean-energy upgrades using approved on-site renewable energy. The bylaw should be crafted to allow Energy Efficiency Alberta to administer the program on the Town of Sylvan Lake's behalf.
-

Action: Financial Initiatives

Additional Resources Required? No

Lead Department: Finance

Lead Department: Economic Development/Finance

Lead Department: Finance

KEY STEPS:

- a. Review taxation and assessment policies to reduce the small business tax rate by up to 25%, as per the regulations outlined in the Municipal Government Act Matters Relating to Assessment Subclasses Regulation.
- b. Raise awareness of available Developer Tax Credits with developers at the local and provincial scales.
- c. Explore opportunities to create redevelopment tax incentive programs by discounting the taxation increase of enhanced improvement. If a tax reduction is not possible, it is recommended that the

Lead Department: Council

Town establish a redevelopment grant program that calculates grant funding amounts based on the taxation increase that would be realized after renovation or redevelopment efforts.

Lead Department: Planning and Development

- d. Advocate to AUMA for the reestablishment of Community Revitalization Levies, and initiate an application to fund revitalization efforts in the Waterfront area.
- e. Support “endeavour to assist” development practices and improve the Town’s tracking system to ensure follow-up on agreements is consistent.

Action: Repeal the Waterfront Urban Design Guidelines

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Repeal the Waterfront Urban Design Guidelines.
- b. Amend the Land Use Bylaw to remove all reference to the Waterfront Urban Design Guidelines.

Action: Design Review Panel (DRP)

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Develop a DRP Terms of Reference and Protocol.
- b. Assemble a Design Review Panel
- c. Update the Land Use Bylaw Amendment and Development Permit processes to require a DRP review for applications that meet the recommended criteria.

Action: Universal Accessibility Review

Lead Department: Planning and Development/Public Work

Additional Resources Required? External resource recommended to conduct accessibility audit

KEY STEPS:

- a. Perform a universal accessibility review on municipal lands in the Waterfront area and develop a methodology that allows the audit to be replicated in the future.
-

Action: Boat Launch Access

Lead Department: Parks / Sylvan Lake Management Committee

Additional Resources Required? No

KEY STEPS:

- a. Investigate methods to make the boat launch more publicly accessible by lowering user costs and expanding hours of operation and lower the costs to entry.
-

Action: Redevelopment of Key Sites

Lead Department: Economic Development

Additional Resources Required? External resource recommended to establish P3 partnership and to establish development corporation.

KEY STEPS:

- a. Establish a P3 or innovative partnership to create a development model for the Lakefront Park indoor/outdoor facility, which is suggested to include commercial spaces, theatre, workshop spaces, and washrooms/change rooms. Create a template of P3 parameters the Town can offer to potential partners.
- b. Explore options for establishing a municipal development corporation that would function as an arms length entity. The municipal development corporation would support key development projects benefiting the community, realize development potential of municipally owned properties, private sector property assembly, leverage grant funding, and attract investor support.

- c. Develop an FCM Green Municipal Fund – Incentive Strategy to identify highest value redevelopment and sustainability capital projects that can be the subject of a Green Municipal Fund application. Particular focus should be on brownfield development opportunities.
-

Action: Amend Investment Attraction Policy

Lead Department: Economic Development

Additional Resources Required? No

KEY STEPS:

- a. Amend the policy to encourage strategic partnerships with new businesses and developers.
-

Action: Recreation Lease and Boat Mooring

Lead Department: Parks

Additional Resources Required? Additional resources required to develop operating plans.

KEY STEPS:

- a. Explore how the Recreation Lease can be leveraged for new commercial opportunities.
- b. Designate an area for boat mooring and establish a registration and regulation system for mooring once the Town’s Recreation Lease of the lake bed and shore is finalized.
- c. Utilize the recreation lease to enforce unregulated boat mooring, unregulated boat launching, and prohibited beach activities.
- d. Explore day mooring opportunities

Action: Public Art Program

Lead Department: Recreation & Culture

Additional Resources Required? No

KEY STEPS:

- a. Develop a town-wide public art program and emphasize placing public art in the Waterfront's parks and open spaces.
 - b. Amend the Recreation, Arts & Culture Grant and the Community Spirit Capital Grant to include community-based projects that contribute to art, culture, or sustainability goals in support of the Waterfront area's character.
-

Action: Complete Streets

Lead Department: Public Works

Additional Resources Required? External resource recommended to complete 50 Avenue design.

KEY STEPS:

- a. Develop a complete street road classification.
 - b. Initiate designs and develop an implementation schedule for converting 50 Avenue into a complete street from 53 Street to Lakeshore Drive.
 - c. Review and assess the Construction Standards to enable and promote Complete Streets and Low Impact Development standards.
-

Action: Parking Strategy

Lead Department: Public Works

Additional Resources Required? External resource recommended to complete parking strategy

KEY STEPS:

- a. Complete a parking strategy that calculates demand for parking and recommends strategies to address excess demand.

Action: Shuttle Bus System

Lead Department: Public Works

Additional Resources Required? External resource recommended for shuttle bus system feasibility study.

KEY STEPS:

- a. Explore grants and funding mechanisms that could help fund a shuttle system within the Town and to peripheral parking facilities to give visitors access to the Waterfront.

Action: Parking Areas

Additional Resources Required? No

Lead Department: Public Works

Lead Department: Planning and Development

KEY STEPS:

- a. Identify locations for peripheral parking for Waterfront visitors that can accommodate boat and trailer parking. Ensure that the identified lots are linked to the shuttle bus system.
- b. Develop a cash-in-lieu system for parking in the Waterfront area to help fund the development of peripheral parking lots. This should also include provisions for cash-in-lieu of bicycle parking as well.

Action: 50 Street

Lead Department: Public Works/Planning and Development

Additional Resources Required? External resource recommended to review 50 Street detailed design options.

KEY STEPS:

- a. Review detailed designs of 50th Street for alignment with this Plan.

Action: Trail Network Upgrades

Lead Department: Parks/Public Works

Additional Resources Required? External resource recommended to complete detailed trail and related amenity design, and to construct trail upgrades

KEY STEPS:

- a. Continue implementation of trail upgrades that will provide more connectivity throughout the Waterfront and surrounding area.
-

Action: Waterfront Gateway

Lead Department: Public Works/Economic Development

Additional Resources Required? External resource recommended to design gateway feature, and to construct gateway and wayfinding features.

KEY STEPS:

- a. Implement gateway and wayfinding features in the Highway Commercial Area
-

Action: Non-motorized Boat Launch

Lead Department: Parks

Additional Resources Required? External resource recommended to complete design for a non-motorized launch.

KEY STEPS:

- a. Initiate designs for a non-motorized boat launch on the east end of Centennial Park.
-

Action: Community Amenity Contribution Policy

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Develop a policy that clearly outlines community amenity contribution requirements for new developments, including when they will be required, at what rate, and the types of amenities they can be used for.

Action: Inclusionary Housing Approach and Affordable Housing Policy

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Develop an approach for affordable housing that includes a policy clearly outlining affordable housing contribution requirements and partnership options for affordable housing operations.
 - b. Include policies around inclusionary zoning as regulations are developed as part of the Municipal Government Act.
-

Action: Heritage Inventory

Lead Department: Planning and Development/Recreation and Culture

Additional Resources Required? External resource recommended to complete heritage building inventory and assessment

KEY STEPS:

- a. Create an inventory of heritage buildings throughout the Waterfront area to be used to protect and preserve buildings with historic or cultural significance.
-

Action: West Village Infrastructure Study

Lead Department: Public Works/Planning and Development

Additional Resources Required? External resource recommended to review and complete West Village Infrastructure Study.

KEY STEPS:

- a. Review infrastructure upgrading plans for the West Village to ensure that the upgrades have capacity to accommodate increased residential densities in the West Village.

Medium Term Implementation Items (4-6 years)

Action: Financial

Lead Department: Public Works

Additional Resources Required? No

KEY STEPS:

- a. Assess the Off-site Levy Bylaw for benefiting area calculations and impact on redevelopment lands
-

Action: 50 Street

Lead Department: Public Works / Planning & Development

Additional Resources Required? External resource recommended to complete 50 Street upgrades

KEY STEPS:

- a. Implement upgrading of 50 Street.
-

Action: Shuttle Bus System

Lead Department: Public Works/Economic Development

Additional Resources Required? Additional resources recommended to develop business plan with private sector partners

KEY STEPS:

- a. Initiate designs of a future shuttle route.
- b. Link the shuttle system to the peripheral parking location.

Action: Winter Village Expansion

Lead Department: Parks

Additional Resources Required? No

KEY STEPS:

- a. Once the Winter Village is fully developed, consider expanding activities up 50 Street.
-

Action: Lakefront Park Development

Lead Department: Parks

Additional Resources Required? External resource recommended to complete Lakefront Park conceptual and detailed designs.

KEY STEPS:

- a. Initiate detailed designs for the Lakefront Park open space.
 - b. Explore the feasibility of creating a pedestrian connection from Lakefront Park to the pier.
-

Action: Upgrade Beaches

Lead Department: Parks

Additional Resources Required? External resource recommended to complete beach upgrade designs and to implement/ construct beach upgrades.

KEY STEPS:

- a. Initiate and implement beach designs on the east side of the study area.
-

Action: Barrier Free Lake Access

Lead Department: Parks

Additional Resources Required? External resource recommended to complete barrier-free designs and to implement/ construct barrier-free access points.

KEY STEPS:

- a. Initiate and implement design work for barrier free lake access points in Centennial Park.

Action: West Village Area Modernization

Lead Department: Public Works

Additional Resources Required? External resource recommended to complete design for sidewalk and placemaking features and to implement/ sidewalk and placemaking upgrades.

KEY STEPS:

- a. Create designs for sidewalk, lighting, and signage improvements and placemaking features. Develop and implement a staged approach for the improvements.
-

Action: Pier Upgrades

Lead Department: Parks

Additional Resources Required? External resource recommended to complete feasibility study and design for pier upgrades.

KEY STEPS:

- a. Explore funding opportunities for and the feasibility of upgrading the Pier to include a natural amphitheater and a small plaza space. If the upgrades are considered feasible, create a schedule for the detailed design and implementation of the designs.
-

Action: Winter Warming Huts

Lead Department: Planning & Development

Additional Resources Required? No

KEY STEPS:

- a. Establish a design/build competition for winter warming huts on the Lake that are adjacent to skating areas. Advertise the competition to local architecture schools.

Action: Cottage Area Street Upgrades

Lead Department: Public Works

Additional Resources Required? External resource recommended to complete Cottage Area street designs.

KEY STEPS:

- a. Develop concepts for the upgrading of Cottage Area streets. Implement the designs as infrastructure upgrades are required.
-

Action: Environmental Planning Checklist

Lead Department: Planning and Development

Additional Resources Required? No

KEY STEPS:

- a. Explore the feasibility and impacts to development of an environmental planning checklist and consider the impact of applying it town-wide.
-

Action: Run-off Volume Control Targets

Lead Department: Public Works

Additional Resources Required? No

KEY STEPS:

- a. Explore the feasibility of mandating run-off volume source control targets for multi-lot subdivision and major development projects.
-

Action: Alleyway Conversions

Lead Department: Planning and Development/Public Works

Additional Resources Required? External resource recommended to complete conceptual designs for alleyway conversions.

KEY STEPS:

- a. Initiate designs for and develop a staged implementation plan for converting alleyways to pedestrian areas in the Waterfront Commercial Area.

Action: Lake Debris Removal

Lead Department: Public Works/AEP or DFO

Additional Resources Required? External resource recommended to assess environmental impacts of debris removal.

KEY STEPS:

- a. Work collaboratively with the province to Explore the feasibility and potential environmental impacts of removing debris from the lake in the identified areas

Long Term Implementation Items (7+ years)

Action: Universal Accessibility Review

Lead Department: Planning and Development

Additional Resources Required? External resource recommended to conduct accessibility audit.

KEY STEPS:

- a. Replicate the universal accessibility review and evaluate progress that has been made to increase accessibility in the Waterfront's public realm.

Action: Lakefront Park Development

Lead Department: Public Works/Planning and Development

Additional Resources Required? External resource recommended to construct Lakefront Park upgrades.

KEY STEPS:

- a. Implement detailed designs for the Lakefront Park open space.

Definitions

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10. Definitions

Accessory Building: a building separate and subordinate to the principle building, the use of which is incidental to that main building and is located on the same parcel of land

Active Frontages: at-grade commercial units that have regular building entrances, generously sized windows, and often provide activities outside of the commercial unit such as café seating

Active Transportation: Non-motorized travel, mainly through walking and bicycling, but can also include other methods of non-motorized travel

Affordable Housing: housing that is provided at below-market rates

Aging in Place: the provision of the health and social support systems that allow for seniors populations to live independently regardless of age or level of mobility

Alley way: a public thoroughfare that provides a secondary means of access to a parcel or parcels and that is registered in a land titles office

Area Redevelopment Plan: a plan adopted pursuant to the Municipal Government Act thereto that provides a detailed long range plan that coordinates the conservation and coordinated redevelopment of older neighbourhoods, and sets out the policies for the redevelopment of vacant and underutilized parcels of land and buildings

Arterial Road: a road intended to move large volumes of traffic with minimum interruptions, primarily connecting residential and employment areas

Articulation: the design of a building façade to visually identify individual units within a larger structure

Barrier-free: designs that minimize physical or mental obstacles for those with physical or other disabilities

Collector Road: a road intended to collect traffic from local roadways and carry it to arterial roadways

Complete Street: a road that defines travel lanes/ areas for pedestrians, bicycles, and automobiles

Crime Prevention through Urban Design (CPTED): a set of principles intended to prevent crime by changing or managing the physical environment to produce behavioural effects that will reduce the incidences and fear of crime

Density: the number of dwelling units in a set area, expressed in dwelling units per acre or dwelling units per hectare

Detached Dwelling: a residential building containing one dwelling unit, which is physically separate from any other residential building, and does not include a manufactured home

Development: means:

- a. an excavation or stockpile and the creation of either of them, or
- b. a building or an addition to, or replacement or repair of a building and the construction or placing in, on, over or under land of any of them, or

- c. a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building

Development Authority: means the person or persons appointed pursuant to Development Authority Bylaw No. 1748/2018, as amended.

Development Officer: a person appointed as a Development Officer pursuant to the Town of Sylvan Lake Land Use Bylaw No. 1695/20153, as amended.

Discretionary Use: a use which may be compatible with other uses in a Land Use Bylaw District, for which a development permit may be issued, with or without conditions upon an application having been made

Environmentally Significant Areas: areas that are important to the long-term maintenance of biological diversity, physical landscape features and/ or other natural processes at multiple scales

Encroachment: any portion of a building, fence, driveway, retaining wall, other structure, or landscaping on a property which extends beyond the property line onto adjacent public or privately owned property

Front-yard Parking: Parking that is accessed via the street that a building fronts on to

Frontage: building entrances, facades and windows that are oriented toward the primary street that a building fronts on to

Gateway: a feature that visually identifies the entrance of a specific neighbourhood or area

Green Infrastructure: natural and engineered ecological elements that are primarily used to store and clean stormwater runoff

Green Roof: a building roof specifically designed for and covered with vegetation with the intent of reducing storm water run-off, lowering building cooling costs, and mitigating heat island effect

Gross Building Area: the total floor area of a building

Gross Density: the number of dwellings per hectare of a given land area, including public infrastructure such as roads, open space and in some instances non-residential development (e.g. schools and shops).

Heritage Building: a building defined as historically significant by the Sylvan Lake Archives

Inclusionary Housing: housing that is provided at below-market rates

Infill Development: development in mature or built up areas of the city occurring on vacant or underutilized lands, behind or between existing development and which is comparable with the characteristics of surrounding development

Live-work: residential units that enable places of business or home offices within the dwelling

Local road: a road that provides access to sites and lots and is designated for low volume and slow moving traffic

Low Impact Development: practices that mimic natural processes to aid in the infiltration, evapotranspiration, and filtering of stormwater runoff with the intent of improving the water quality of stormwater runoff

Mews: a corridor used to allow improved pedestrian circulation through a site

Mixed-use: a building that incorporates more than one type of land use, generally commercial and residential land uses

Mooring: the act of parking or securing watercraft to a structure or buoy

Multi-family Development: a residential building comprised of multiple separate housing units

Multi-lot Development: a development project that consolidates or incorporates multiple parcels of land

Municipal Development Plan (MDP): a statutory plan adopted by the Council as a municipal development plan pursuant to the Municipal Government Act

Permeable building: a building or set of buildings that allows increased pedestrian circulation between building interior and exterior through the provision of frequent building entrances

Pedestrian Scale: to design buildings, open spaces and streets that create comfortable and interesting spaces for pedestrians using them

Precincts: unique areas of the Waterfront area that are characterized by a specific land use pattern and character

Principle Building: a building which is considered the main or principal use of the parcel on which it is erected

Projecting Sign: a sign that projects outwards from a building face that is oriented and scaled to passing pedestrians

Public Art: works of art that are located or staged in the public domain

Public Amenities: resources and facilities offered to the public at no charge for use

Redevelopment means:

- a. building or an addition to, or replacement or repair of a building and the construction or placing in, on, over or under land of any of them, or
- b. change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building

Road means land:

- a. shown as a road on a plan of survey that has been filed or registered in a Land Titles Office, or
- b. used as a public road

Rowhouse: one of a series of houses connected by common sidewalls to create a continuous group

Semi-detached Dwelling: a house that is joined to another similar house on one side only

Setback: the open space provided between building base and property line

Shared Parking: the sharing of parking spaces by adjacent property owners with land uses that demand parking at different times throughout the day. Shared parking allows partnering landowners to reduce the number of parking spaces each are required to provide on their property

Stepback: refers to a design device whereby the façade of the building is literally “steps back” – often used to ease the transition between a new tall building and a small scale neighbouring building

Street: any category of registered street or public roadway except a lane

Streetscape: the built environment of a street, generally from a building face to the building face on the opposing side of the street

Sustainable Design: design that enhances the environmental, economic, and/or social experience of the development beyond current standards.

Urban Design: planning and architecture that gives regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments to provide an urban context that is both functional and aesthetically pleasing

Winter Village: an annual light display and festival that occurs on the pier and Centennial Park



REIMAGINE SYLVAN

sylvanlake.ca/waterfront

SUSTAINABLE WATERFRONT AREA
REDEVELOPMENT PLAN



Sylvan Lake
BRILLIANT ALL YEAR